

The Mining Journal

AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 590.—Vol. XVI.]

LONDON: SATURDAY, DECEMBER 12, 1846.

[PRICE 6D.]

SIXTY-FOUR SHARES IN ONE OF THE FIRST SILVER-LEAD MINES in the county of CARDIGAN, and SHARES in other valuable BRITISH MINES.

MR. C. WARTON is directed to submit to PEREMPTORY SALE, BY AUCTION, under peculiar circumstances, in one or more lots, at the Auction Mart, opposite the Bank of England, on Wednesday, the 16th of Dec. inst., at Twelve o'clock (unless an acceptable offer for the whole be previously made), SIXTY-FOUR SHARES, or 1-30th part, of the valuable SILVER-LEAD MINE, known as LLAN-CYNFELIN MINES—conducted on the Cost-book System, and £7 per share have been paid. The operations already effected give promise of splendid results to the shareholders. See *Mining Journal*, 18th April and 17th June last: since which dates, the most satisfactory progress is making.—At the same time, will BE SOLD, SHARES in Botallack, Fowey Consols, Wheal Anderson, East Wheal Crofty, and other mines. Particulars may be had at the Mart; at the White Hart Inn, Cardigan; at the Golden Lion, Liverpool; at Pearce's Hotel, Truro and Penzance; and of Mr. C. Warton, auctioneer and estate agent, No. 35, Threadneedle-street, London.

VALUABLE AND IMPORTANT SHARES IN MINES IN CORNWALL FOR SALE.

MR. TIPPET has been directed to SELL, BY PUBLIC AUCTION, on Wednesday, the 18th day of December inst., at Two o'clock in the afternoon, at Pearce's Royal Hotel, Truro, in such lots, and subject to such conditions, as shall be then and there produced, the following highly valuable and important MINE SHARES—viz.: FOUR (128ths) SHARES of and in Cragg's Copper and Tin Mine, in the parish of Kenwyn; TWO (128ths) SHARES in Trevelick Copper Mine, in the parish of Gwennap; ONE and a HALF (128ths) SHARE in the Eastern Barrier Copper Mine, in Gwennap; and TWENTY (384ths) SHARES in the West Wheal Jewel Copper and Tin Mine, in Gwennap.

The agents on the mines will give information; and for further particulars, application may be made at the auctioneer's office, in Fydar-street; or at the office of Messrs. Smith and Roberts, solicitors, Truro.—Truro, Dec. 2, 1846.

MINING MATERIALS FOR SALE.

MR. F. PRYOR, Auctioneer and Mine Broker, Gwennap, will SELL, BY AUCTION, at the CAMBROE VEAN and STRAY PARK MINES, in the parish of Cambroë, on Tuesday, the 23rd December, at Ten o'clock, the following

VALUABLE SPARE MATERIALS:

ONE 60-inch cylinder STEAM-ENGINE, 8-foot stroke, with boiler, about 10 tons.
9 9-foot 15-inch pumps
2 6-foot 15-inch ditto
1 3-foot 15-inch ditto
20 9-foot 14-inch ditto
1 6-foot 14-inch ditto
17 9-foot 12-inch ditto
3 9-foot 11-inch ditto
1 10-inch windrose
1 11-inch ditto
1 11-inch working piece
A quantity of cast and wrought-iron; also, a large quantity of brass.
Dated Dec. 8, 1846.

BRYNGLAS MINES, CARDIGANSHIRE.

MR. DAVID LEWIS begs to announce, that he has been favoured with instructions to SELL, BY PUBLIC AUCTION, at the Goggerdan Arms, in the town of Aberystwyth, on Tuesday, the 29th of December, 1846, between the hours of Four and Six in the afternoon, the following SHARES in the ABOVE MINES—viz.: TEN SHARES (out of 160), standing in the name of Isaac Roberts. FIVE SHARES, in the name of Susannah Roberts. FIVE SHARES, in the name of Samuel Roberts. The same having become forfeited by the non-payment of calls, pursuant to the articles of partnership, and the rules and regulations of the company. For further particulars apply to Mr. David Lewis, auctioneer, No. 22, Marine-terrace, Aberystwyth, Dec. 5, 1846.

ADJOURNED SALE.—UPSET PRICE REDUCED.

EXTENSIVE AND VALUABLE IRON-WORKS, IN CLOSE VICINITY OF THE HARBOUR OF ABERDEEN. There will be again exposed FOR SALE, BY PUBLIC ROUF, within the Lemon Tree Tavern, Aberdeen, on Saturday, the 19th day of December next, at Six o'clock, P.M., these extensive and valuable PREMISES, at FOOTDEE, ABERDEEN (bounded on the west by the harbour), known as

"THE DEE IRON-WORKS."

and long employed in the ENGINEERING and MILLWRIGHT BUSINESS, and in IRON-FOUNDING, BOILER-MAKING, IRON SHIPBUILDING, BLACKSMITH WORK, BRASS-FOUNDING, &c. &c.

These works are very compact, and much more advantageously situated than many other works of the same description, for iron shipbuilding and engineering business—having a WATER FRONTAGE to the HARBOUR, and in close connection with the other parts of the establishment—and the whole lying so contiguous, that all the branches of the business can be carried on under the same superintendence.

In the BUILDING YARD several iron vessels may be proceeding at one and the same time, of from 300 to 2000 tons burthen; and the tools and machinery in this department are believed to be equal to any in the kingdom; there are other accommodations for carrying on this branch of business in its fullest perfection.

In the ENGINEERING DEPARTMENT the tools and machinery are of the most improved principle, and capable of constructing engines or machinery equal in magnitude to any known at the present day, and are sufficient to employ (constantly) from 100 to 150 men.

In connection with this department, the building and fitting of locomotives may be carried on to the greatest extent.

The IRON-FOUNDING DEPARTMENT is fitted up in the most complete manner, and capable of turning out both heavy and light castings, and of fully employing 60 men.

In the BOILER-MAKING DEPARTMENT, which is separate from the iron shipbuilding premises, there is a complete set of tools and machinery, of the best description, capable of employing 150 men.

In the BLACKSMITH SHOP there are 12 forges, all blown by fan-blast, with cranes attached to the principal ones, and each forge having a complete assortment of tools, for engineering, millwright, and shipbuilding purposes.

The MILLWRIGHT and PATTERN-MAKERS' DEPARTMENT has a full assortment of all kinds of joiner and millwright's tools and fixtures, for the employment of 25 men, with a large stock of the most modern and useful patterns, which will be given over with the works.

There are also the necessary machinery and tools for carrying on the BRASS-FOUNDING and FINISHING BUSINESS, and PLUMBER and COPPERSMITH WORK, to a large extent.

The whole establishment, if fully employed, is capable of turning out work to the amount of £20,000 or £70,000 a-year; and having been for several years, and still being, in full operation, the purchaser will have the advantage of commencing business immediately.

The greatest facilities of communication are afforded, by regular trading steam and other vessels from Aberdeen to London, Hull, Newcastle, and Leith, in the south; and Inverness, Wick, Orkney, and Shetland, in the north.

The extensive improvements on the harbour, now going on, and the projected railway schemes in connection with Aberdeen, afford every prospect of full employment for a work of this description, for a long period to come.

If the purchaser were desirous of removing the plant elsewhere, the cost of transmission would be comparatively small; and the buildings are so constructed as to be convertible into other manufacturing purposes, at little expense, as there are three fixed steam-engines on the premises.

The price of the works, and other particulars, will be arranged so as to suit the convenience of the purchaser.

For further information, apply to Mr. J. Hunter, W.S., 13, Hill-street, Edinburgh; Wm. Robison, advocate, 35, Castle-street, Aberdeen; or to Mr. Vernon, at the works, who will show the premises, and, on application, forward a plan of the buildings, and inventory of the machinery, tools, &c.—Aberdeen, Nov. 10, 1846.

IRONSTONE AND COAL FIELD IN AYRSHIRE TO LET.

The extensive FIELD OF MINERALS in the property of KERSE, or LITTLE MILL, part of the ESTATE of AUCHINCLOVE, will BE LET, ON LEASE, for such period as may be agreed upon. The lands contain BLACK-BAND IRONSTONE, supposed to be of a superior quality, and both gas and other COAL; they adjoin, and in part march with, the mineral field now finally let to Messrs. Houldsworth, upon the Craigmill estate, near to Dalmeilston. The lands extend to about 3000 acres, and are about to be opened up by a branch railway, running through the whole estate, and joining the Auchinleck Branch of Ayr Railway Company at Toppa, and the Ayr and Galloway Line of Railway, at Smithton, about eight miles from the seaport of Ayr.

Offers will be received, and further information given, on application to Mr. Clelland and Mr. Kenna, accountants, 136, Ingram-street, Glasgow; David Campbell, Esq., Mount Hamilton, near Ayr; or Messrs. Mitchell, Henderson, and Mitchell, writers, Glasgow.

GLENKENS LEAD AND COPPER MINES.

KIRKCUDBRIGHTSHIRE.—In consequence of MINERALS, of considerable value, having been found on the ESTATES in which the GLENKENS MINES are situated, an Act of Parliament has been obtained, to enable the trustees to GRANT MINERAL LEASES. These mines are situated in the centre of a mineral country, and in the vicinity of the flourishing lead works of Carsphairn, Lead Hills, the Newton Stewart, and Newton Island Copper Mines, the Kirkcudbrightshire Mining Company's works, and others in that part of Scotland.

The proprietor has been, for the last two years, exploring and opening the ground; and five promising lodes have been proved, which are now being opened and extended by Cornish miners. There being every prospect of a most satisfactory result at an early period, as appears from the reports of the several mine agents who have inspected the lands, as also of the captain now superintending the works, a company is being formed, to give the mines a fair trial, on the principle of the Cost-book System, by dividing the interest into 1000 shares, of which some few still remain unappropriated.

Plans of the mine, comprising about 1500 acres, and the several reports, may be seen, and every information obtained, at the offices of Messrs. Bullock and Liddicote, No. 35, Lincoln's Inn-fields, to whom applications for shares must be made.

WANTED, a PISTON, for a 20-horse power DISC ENGINE.—Price and particulars to be sent to Mr. Hough, Librarian, Tenby, Pembrokeshire.—Dec. 2, 1846.

LARCH SCOTCH FIR, or OAK PIT TIMBER, WANTED.

TENDERS FOR CARGOES OF PIT TIMBER, free from shakes or defects of any kind, and without bark, of the following lengths and dimensions, delivered at Port Talbot, at — per stick, will BE RECEIVED, before the 31st December, by the Governor and Company of Copper Miners in England, Cwm Avon, Talbach, Glamorganshire:—

Length.	Diameter.	Length.	Diameter.
7 ft. 6 in. to 8 ft.	6 in. at the small end.	4 ft.	4 in. at the small end.
6 ft. 5 in.	"	3 ft. 6 in.	"

LEAD MINES TO LET.—The LEAD MINES of CRAIG-TON, situated in the parish of Minnigaff, and stewartry of Kirkcudbright, Scotland, are now ready TO BE LET, ON LEASE. These mines, the property of Lady Heron Maxwell, of Heron, are understood to contain a great quantity of valuable ore.—Offers may be addressed to Lady Heron Maxwell, at Kircuchree, by Newton Stewart; or to Walter Bell, there, who will give any local information that may be required.
Nov. 26, 1846.

LEAD MINES TO LET.—The LEAD MINES, situated at BLACKCRAIG, in the parish of Minnigaff, and stewartry of Kirkcudbright, Scotland, will now BE LET, ON LEASE. These mines, the property of Robt. Nugent Dunbar, Esq., are understood to contain a great quantity of valuable ore.—Offers may be addressed to Robt. Nugent Dunbar, Esq., at Machermore, near Newton Stewart, Scotland.
Nov. 26, 1846.

N.B.—As these mines, at Craigton and Blackraig, are contiguous to each other, it would be advantageous if both were wrought by one company.

WHEAL NORRIS MINE—TO BE SOLD, BY PRIVATE

CONTRACT, until the 31st inst., at WHEAL NORRIS MINE, near LISKEARD, the whole of the SETT of the said MINE, with all the NEW and efficient MATERIALS thereon—consisting of a 24-inch cylinder STEAM-ENGINE, adapted either for pumping or rotary motion; 36 fathoms of pitwork, 6 inches diameter; a horse-whim, smith's tackle, and all things requisite for working a mine.
For particulars, and to treat for the above, apply to Mr. Peter Clymo, Jun., Liskeard; or Capt. J. B. Clymo, Wheal Concord, Milton Abbott, Launceston.
Dated W. B. Norris, Dec. 9, 1846.

GREAT SOUTH TOLGUS COPPER AND TIN MINING

COMPANY.—(ON THE COST-BOOK SYSTEM.)

Capital £4500, in 1500 shares, of £3 each.—Deposit £2 per share—the remainder, as required, in calls not exceeding 10s. each per share.

This valuable mining property, held under a lease for 21 years, at the reduced dues of 1-16th, is situated in the parish of Redruth, in the county of Cornwall, and immediately adjoins, on the south, the well-known Great Wheal Tolgus Mine, which realised, during its late workings, a profit of £280,000—the greater part of which was derived from the various lodes, from the adit to 110 fms. below, and from a length of ground within 100 fms. east and west of the great cross-course.

In this set there are eight known lodes, three of which have proved very productive, as far as they have been wrought upon—£2000 worth of rich copper ore having been raised therefrom in a short time. The other five lodes are in virgin ground, below the adit level. None of the lodes in this set have been yet so far wrought upon as to intersect the great cross-course—to do which, is one of the leading features that renders the prosecution of this mine so highly desirable.

The report of the mining agents in the prospectus—emanating from men of acknowledged celebrity and most extensive practical knowledge and information—is highly flattering, and fully justifies the conclusion, that, under judicious management, a liberal profit will be the result of a vigorous prosecution of this work, and as well renders the detail of further particulars unnecessary.

The individual liability of shareholders in this company is limited to the amount and number of shares respectively held; and any proprietor may, at any time, determine his or her liability by a relinquishment of their respective shares.

Each applicant for shares, of good reference, will immediately receive a letter of allotment for the whole amount of shares required; but, if the deposit upon such shares be not promptly paid by the day prescribed in the letter of allotment, such shares will be granted to the next unoccupied applicant.

Applications for shares, prospectuses, &c., to be made to the secretaries of the company, at their offices, 25, Castle-street, Liverpool; or at the office of the *Mining Journal*, 25, Fleet-street, London. JOHN PAINTER & CO., Secretaries pro tem.
25, Castle-street, Liverpool, Dec. 4, 1846.

EAST OF SCOTLAND MALLEABLE IRON COMPANY.

Capital £100,000, divided into 10,000 shares, of £10 each.

£5 per share to be paid up in the first instance, by instalments of £1 5s. per share, at intervals of three months.

ALEXANDER ALISON, Esq., of Blackcastle, Chairman.

JAMES MURIEL, Esq., founder, Kirkcaldy.

THOMAS RUSSELL, Esq., wood merchant, Torry.

JOHN MACDONALD, Esq., writer, Dunfermline.

ADAM BEGG, Esq., Lumsden.

GEORGE BIRRELL, Esq., manufacturer, Dunfermline.

JOHN RUSSELL, Esq., Dunfermline.

JAMES SMITH RONALDSON, writer, Dunfermline, Secretary.

Notice is hereby given, that the directors have made a CALL of ONE POUND per share (there having been a preliminary deposit of 5s. per share) upon the respective shareholders of the said company; and have appointed such call to be PAID on or before Tuesday, the 23rd December current, to either of the undermentioned bankers, at their respective banking houses—viz.:

DUNFERMLINE..... Bank of Scotland.

EDINBURGH.....

GLASGOW.....

DUNDEE.....

PERTH.....

STIRLING.....

ABERDEEN..... Messrs. Smith, Payne, and Smith.

LIVERPOOL..... Manchester and Liverpool District Bank.

Interest, at the rate of 5 per cent. per annum, will be charged on all calls which may remain unpaid after the 23rd December current.

Parties who may wish to pay up the whole, or any part of the allotments they hold, are by the contract of copartnership, entitled, upon doing so, to receive interest, at the rate of 5 per cent. per annum, till the works are in operation.

Some forfeited shares will be allocated to suitable parties, who may apply previously to the 23rd current.

It is requested, that such of the shareholders as have not yet subscribed the contract of copartnership, will be so good as to do so immediately, at the secretary's office, Dunfermline. Should personal attendance be inconvenient for any one, the form of a mandate, authorising subscription by proxy, will, upon application, be furnished, free of expense, by the secretary, which the party applying may sign and return.

NEWBRIDGE AND TAFF VALE COLLIERY,

GLAMORGANSHIRE.—2000 SHARES, AT £10 EACH.

This valuable colliery is situated in the parish of Llanwma, in the county of Glamorgan, in the centre of the South Wales Mineral Basin, contiguous to New Bridge, 12 miles from Cardiff; and the Taff Vale Railway, from Cardiff to Merthyr Tydvil, runs through the property—granted, by a lease of 300 acres, for the term of 21 years. The property is surrounded with profitable collieries—one of which (Mr. Coffin's) adjoins this, and supplies the Great Western Railway. Three veins are found to be throughout the property—the Goffion Vein, 3 ft. thick—the Common Vein, 2 ft. thick—and Coffin's Vein, 4 ft. thick. These veins—proved by the usual computation—will yield an aggregate quantity of five millions tons. This, by working 300 tons per day, from one pit only, at a profit of 2s. 6d. per ton, will yield a clear income of upwards of £7500 per annum; but, as this rate of produce will last considerably more than three times the period of the lease, the colliery will be worked by more pits, and, consequently, yield a profit of at least £20,000 per annum, at a cost of, say, 6s. per ton, and sale 8s. 6d. per ton; but Mr. Coffin obtains considerably more per ton; and, therefore, it is but fair to suppose the present company will obtain the same, in which case, the profit will be upwards of £20,000 per annum. Even the large sum cannot be supposed to be too highly estimated, when it is recollected that the utmost cost is estimated at 8s. per ton, and the sale only at the moderate price of 8s. 6d. per ton—whereas all coal of the district is sold above the estimate, and that the Taff Vale Railway runs through the property—that the colliery is within 12 miles of the large shipping port of Cardiff—that the coal can be raised from the pit and directly placed on the railway waggon—and that the coal is known to be of superior quality for steam-engines, from the fact of its being used by the Great Western Railway. The colliery will be in full operation in about two years. For the first year the shareholders will receive a dividend of only 5 per cent. out of the first year's produce; but, as in the meantime, the Goffion and Common veins will be reached, and be in gradual increase of produce—the second year's dividends will be large; and, therefore, there is every fair reason to say, this undertaking, not only carries the certainty of large profits, but presents future and more legitimate prospects of remuneration to the shareholders, than was ever presented to the public.

COST OF PRODUCTION AND CARRIAGE TO SHIPPING PORT.

Getting or Winning per ton 1 7 4

Underground hauling 0 4

Dead Wood 0 8

Prop Wood 0 1

Royalties 1 0

Wear and Tear 0 3 4

Railway Carriage to Port 1 1 4

Shipping Expenses 0 6

Divers extra expenses 0 5

Agency and Incidental Charges 0 3 4

Total 6s 0d

Sale, 8s. 6d.—Cost, 6s. 0d.—Profit, 2s. 6d. per ton.

Application for shares, to be made to Messrs. Roberts, Carter, and Co., mineral surveyors, 21, Portman-street, Portman-square, where the engineer's calculations may be seen in detail (also a plan of the property, and conditions obtained).

Prospectuses, &c., may be had at the office of the *Mining Journal*, 25, Fleet-st., London.

UNITED STATES MINES.

COPPER ORE, from the best localities, as Grey, Black Oxide, and Sulphuret. COBALT OXIDE, yielding from 5 to 80 per cent. CHROME, yielding from 30 to 45 per cent. MANGANESE, yielding from 75 to 90 per cent. LEAD ORE, of the best quality. ZINC, in form of Blende and Calamine. Likewise, SOAP STONE, WHITE VITREOUS FELSPAR, BLACK LEAD, PURE WHITE LEAD, MICA, in small and large sheets.

THE ABOVE NATURAL PRODUCTIONS may be obtained in any quantity, and on the most reasonable terms, by applying to DR. LEWIS FEUCHTWANGER, New York City.

WILLIAM FOX AND SON, No. 53, CASTLE-STREET, LIVERPOOL, have always on SALE PIG-IRON, RAILWAY BARS, CHAIRS, and IRON of every description.—TIN PLATES, WIRE, &c.

WILSON & FRASER, 2, WELLINGTON-BUILDINGS, LIVERPOOL, and 12, EXCHANGE-PLACE, GLASGOW, have always on SALE PIG-IRON, BAR-IRON, RAILWAY CHAIRS, and RAILWAY BARS.

MESSRS. J. PAINTER AND CO. SHAREBROKERS, MINING AND GENERAL AGENTS, 25, CASTLE-STREET, LIVERPOOL, AFFORD EVERY INFORMATION as to the STATE of the MARKETS, PRICES, &c., upon application.

CHARLES T. CRAPP, SHARE DEALER, TAVISTOCK.

Possessing facilities of acquiring the earliest information respecting the mines of this important district, proffers his services to gentlemen desirous of obtaining such; whilst the local connection affords him the assistance of the most efficient mining agents in furnishing reports, plans, &c., of mines, to those who may favour him with their instructions.

JOHN HARVEY, SHAREBROKER AND ASSAYER, LISKEARD, CORNWALL.

MINING OFFICES, 1, ST. MICHAEL'S-ALLEY, CORNHILL, LONDON.

WATSON AND CUELL, MINE AGENTS.

N.B.—STATISTICAL INFORMATION furnished (on application) to SHAREHOLDERS in MINES in Cornwall, Devon, Scotland, Ireland, Wales, and Spain.

WILLIAM TRENER, DEALER IN RAILWAY AND MINING SHARES.—ESTABLISHED TEN YEARS.

OFFICES, No. 50, THREADNEEDLE-STREET, LONDON.

WILLIAM H. SMITH, MINING SHARE AGENT,

10, WARREN-COURT, THROGMORTON-STREET, LONDON.

has SHARES FOR SALE in the following MINES—viz.:

WHEAL BLENOWE, WEST SHEPHERD.

WHEAL LOUISA, EAST WHEAL FORTUNE.

WHEAL MARY FENTUAN, VICTORIA TIN MINING COMPANY.

*N.B.—Every information will be afforded on application.

JAMES LANE, MINING SHAREBROKER,

75, OLD BROAD-STREET, LONDON.

MESSRS. LINTHORNE, JONES, AND CO. STOCK, MINING, AND SHARE AGENTS.

*N.B.—Every information will be afforded as to the markets and prices of the above, upon application (post-paid) at their offices.

45, THREADNEEDLE-STREET, LONDON.

MESSRS. R. CLARK & CO beg to acquaint their friends and the public in general, that they have taken OFFICES as below, where they intend to carry on BUSINESS as STOCK, SHARE, and MINING AGENTS; relying with confidence upon the method adopted by them for conducting all business entrusted to their agency, Messrs. R. C. & Co. solicit a continuance of that support it will be, by strictest attention to all orders, their endeavour to deserve.

N.B.—Money advanced upon scrip and other securities.

3, Austinfriars, Broad-street, Oct. 17, 1846.

MINING OFFICES, THREE KING'S-COURT, LOMBARD-STREET, LONDON.

Mr. R. TREDINNICK, of Cornwall, being in constant communication with practical agents in the several mining districts, PROFFERS his SERVICES to capitalists and adventurers in the PURCHASE and DISPOSAL of SHARES of every description; also, obtaining authentic reports and data relative thereto. Mr. T. has on sale shares in the best dividend-paying mines in Cornwall and Devon, at from three to five years' purchase, whilst those on the eve of paying are selling at corresponding low prices. Every information afforded, on personal application, gratuitously.

BUTLER in Conduvor, East Crofty, North Crocker, Wheal Jane, Cubert, Alfred Conols, Wheal Maria, West Providence, and Wheal Agar; and SELLER in West Seton, Wheal Seton, and all the best dividend-paying mines in Cornwall and Devon.

MINING PROPERTY.—CAPITALISTS who are disposed to

INVEST IN CORNISH AND FOREIGN MINES, will find the present opportunity very favourable for so doing. From large sums having been lately diverted from such investments for railway speculations, standard mines are now selling at prices that will pay the purchaser 30 per cent. per annum for his outlay. There are also other mines that are on the eve of paying dividends, which can be recommended with confidence. Applications to be made to Mr. JAMES HERON, mining agent, No. 3, Adam's-court, Broad-street, London.

MINING IN AUSTRALIA.—A GENTLEMAN, who is

about to proceed to AUSTRALIA, would be glad to ENGAGE his SERVICES under a MINING COMPANY before he leaves. He has a thorough knowledge of assaying all kinds of minerals and metals, as well as great experience in the Cornish mines—would also get a knowledge of smelting, &c.—Address "A. B.," to the care of the Editor of the *Mining Journal*, 25, Fleet-street, London.

CALLINGTON MINES COMPANY.—The THIRD

DIVIDEND of ONE POUND per share, for the current year, will be PAYABLE on Wednesday, the 16th inst., and following Wednesdays, between the hours of Twelve and Three o'clock.—44, Finsbury-square, Dec. 3, 1846.

COMBAMARTIN AND NORTH DEVON LEAD AND

SILVER MINING COMPANY.—At a meeting of the directors of the above company, held on the 4th inst., it was resolved,—That a CALL of ONE POUND per share be made upon the shareholders; and that the same be PAID into the West of England and South Wales District Bank, at Barnstaple, on or before Monday, the 11th day of January, 1847.—All shares on which the calls are not paid, within one month after the 11th day of January next, will be declared forfeited, in accordance with the fifth clause of the regulations.

By order of the directors,

Dated Combamartin Mine, Dec. 4, 1846. C. R. WEBB, Secretary.

CONSOLIDATED TRETOIL MINING COMPANY.—The

directors hereby give Notice, that at the General Meeting of shareholders, on the 26th ult., a CALL was made of FIVE SHILLINGS per share, PAYABLE at the offices of the company, 8, George-yard, Lombard-street, on or before the 18th December inst. Dec. 4, 1846. HENRY THOMAS, Secretary.

TINCROFT MINING COMPANY.—Notice is hereby given,

that a QUARTERLY GENERAL MEETING of the shareholders in this company will be HELD at this office, on Thursday, the 24th Dec. next, at Three o'clock in the afternoon precisely.—44, Finsbury-square, London, Nov. 30, 1846.

WHEAL CURTIS COPPER MINING COMPANY.—The

directors do hereby give Notice, that the BOOKS of ALLOTMENT having been CLOSED, no more applications for shares can now be received, under any circumstances; but the deposit on the few shares already allotted, which remain unpaid, will be received by the bankers on or before the 14th December inst.

Offices, Graham Rooms, Basinghall-street, Dec. 5, 1846.

NOTICE TO THE MANAGERS OF MINING COMPANIES.

SMELTING WORKS, &c.

Mr. MITCHELL (late Mitchell and Field), begs to announce, that ASSAYS and ANALYSES of all descriptions of ORES, MINERALS, and FURNACE PRODUCTS are conducted at his LABORATORY, 32, HAWLEY-ROAD, KENTISH TOWN, to which all communications are to be addressed.

UNIVERSAL GAS BURNER—THIRTY TO FIFTY PER CENT. SAVED.—The PATENTEE has called attention to the following facts. The advantages resulting from the invention are various and striking. Independently of a saving of 30 to 50 per cent., the combustion is perfect, and the brilliancy produced superior to any light hitherto discovered. It emits neither smell nor smoke, and burns steadily for any period; and such is its purity, that it neither affects nor soils the most delicate colour or the finest fabric. Objections have been made to the introduction of gas in dwelling-houses, to the expense of fittings, to its destruction of furniture, carpets, gold mouldings, &c.; these are entirely obviated by the PATENT UNIVERSAL GAS BURNER. As the cost of laying on gas is much lower than is commonly supposed, it is adapted for private dwellings, as well as for club-houses, hotels, manufactories, and public buildings. One of the small burners is simply sufficient to light a good-sized room, at a sum immeasurably lower than spirit, oil, or candle, with the avoidance of waste or trouble.

The merits of the "Burner," its brilliancy and economy surpassing every other known light, are shown by the annexed authentic opinions of the qualities of the UNIVERSAL GAS BURNER.

EXTRACT from the "Proceedings of the Institution of Civil Engineers," Tuesday, May 26 1846.—Sir JOHN RENNIE, president, in the chair.

"A gas burner, of a novel and ingenious construction, was exhibited. The principal novelty was the introduction of a stream of air to the centre of the flame by a hollow button in the middle of the burner. The air passing up through the hollow stem of the button, was heated, and raised out by two series of fire-holes around the periphery, and impinging with force on the flame of the gas carried outwards in the shape of a tulip, while the oxygen of the air, mingling with the carburetted hydrogen gas, produced a very perfect combustion. The flame was quite white down to the top of the burner—was very steady, as was amply demonstrated by the excellent light of the institution, where these burners have been used. In comparing the consumption of these burners with that of the concentric ring burners, and trying the power of the two lights by the photometer, the new burner gave a better light, with a saving of rather more than one-third.

CERTIFICATE.

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GEORGE CRISP, Engineer, ROBERT LONGBOTTOM, Secretary.

CERTIFICATE.

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T. W. KEATINGE, Consulting Chemist, J. D. PALMER, Mechanical Inspector.

The UNIVERSAL GAS BURNER is used nightly at the Polytechnic Institution, and may be had and seen from 11 till 4, at the patentees, 60, St. Martin's-lane Charing Cross, and of all gas fitters in London.

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7, NICHOLAS-LANE, LOMBARD-STREET; Petty, Wood, and Co., 53, Threadneedle-street; Wix and Sons, 23, Leadenhall-street; Batty and Co., 16, Finsbury-pavement; De Castro and Peach, 63, Piccadilly; Hockin and Co., 38, Duke-street, Manchester-square; and oil-men and grocers generally.

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Copy of a Letter from "COLONEL HAWKER" (the well-known author on "GUNS AND SHOOTING")

Longparish House, near Whitechurch, Hants, Oct. 31, 1846.

SIR,—I cannot resist informing you of the extraordinary effect that I have experienced by taking only a few of your LOZENGES. I had a cough, for several weeks, that defied all that had been prescribed for me; and yet I got completely rid of it by taking about half a small box of your Lozenges, which I find are the only ones that relieve the cough without deranging the stomach or digestive organs.—I am, Sir, your humble servant.

To Mr. Keatinge, &c., 79, St. Paul's Churchyard.

P. HAWKER.

KEATINGE'S COUGH LOZENGES ARE PATRONISED also by His Majesty the King of Prussia, His Majesty the King of Hanover, and most of the Nobility and Clergy of the United Kingdom, and are especially recommended by the Faculty.

RECENT TESTIMONIAL.

DEAR SIR,—Having been, for a considerable time during the winter, afflicted with a violent cough, particularly at lying down in bed, which continued for several hours incessantly, and after trying many medicines without the slightest effect, I was induced to try your Lozenges; and, by taking about half a box of them, in less than 24 hours, the cough entirely left me, and I have been perfectly free from it ever since.

9, Chesham-street, Pentonville, I am, dear Sir, yours, very respectfully,

Feb. 17, 1845. JAMES ELLIS.

MR. KEATINGE (Late proprietor of the Chapter Coffee-house, St. Paul's.) Prepared and sold in boxes, 1s. 1d., and tins, 2s. 9d., 4s. 6d., and 10s. 6d. each, by T. Keatinge, chemist, &c., No. 79, St. Paul's Churchyard, London; and retail by all druggists and patent medicine vendors in the kingdom.

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NOTICE.—These Lozenges contain no opium, or any preparation of that drug.

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Published by the authors, and may be had at their residence; also sold by Strangé, 21, Paternoster-row, London; Guest, 51, Bull-street, Birmingham; T. Fowler, 4, St. Ann's-square, Manchester; G. Phillips, South Castle-street, Liverpool; W. and H. Robinson, Booksellers, Greenisle-street, Edinburgh; Campbell, druggist, Argyle-street, Glasgow; and sold in a sealed envelope by all booksellers.

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Part I. of this work is addressed to those who are prevented from forming a matrimonial alliance, and will be found an available introduction to the means of perfect and secure restoration to manhood.—Part II. treats upon those forms of diseases, either in their primary or secondary state, arising from infection—showing how numbers neglect to obtain competent medical aid, entrap themselves years of misery and suffering.

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SELF-PRESERVATION: A Medical Treatise, on Marriage, and on the Secret Infirmities and Disorders of Youth and Maturity. Illustrated with 25 coloured plates on the anatomy, physiology, diseases of the urinary and reproductive organs explaining their various structure, uses, and functions, and the injuries that are produced in them, by solitary habits and other excesses. With practical observations on the treatment of nervous debility, local and constitutional weakness, syphilis, stricture, and other diseases of the urethra. By SAMUEL LA'MERT, consulting surgeon, 9, Bedford-street, Bedford-square, London, Matriculated Member of the University of Edinburgh, Honorary Member of the London Hospital Medical Society, Licentiate of Apothecaries Hall, London, &c.

REVIEWS OF THE WORK.

"The author of this singular and talented work is a legally qualified medical man, who has evidently had considerable experience in the treatment of the various disorders, arising from the follies and frailties of early indiscretion. The engravings are an invaluable addition, by demonstrating the consequences of excesses, which must act as a salutary warning to youth and maturity, and by its personal, many questions may be satisfactorily replied to, that admit of no appeal, even to the most confidential friend."—*Edin.*

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NUMBER OF MINES IN THE SEVERAL MINING COUNTIES.

It would, doubtless, be a work of considerable difficulty to obtain an exact return of all the mines in the kingdom; but the following list, however, in round numbers, may be taken as a near approximation to correctness:—

CORNWALL & DEVON	Tin, copper, lead, iron, zinc, and antimony	330
DERBYSHIRE & STAFFORD	Coal, salt, lead, iron, copper, zinc	150
WORCESTER & LEICESTER	Coal, salt, lead, iron, &c.	100
WARWICK, GLOUCESTER & SOMERSET	Coal, lead, iron, manganese, &c.	100
NOTTINGHAM, LINCOLNSHIRE, and	Zinc, coal, iron, lead, and gypsum	50
SHROPSHIRE		
CHESTER & STAFFORDSHIRE	Coal, lead, iron, and salt	120
LANCASHIRE & YORKSHIRE	Coal, lead, silver, iron, &c.	100
WESTMORELAND & CUMBERLAND	Lead, copper, silver, antimony, zinc, & iron	100
DURHAM & NORTHUMBERLAND	Coal, iron, lead, &c.	100
WALES	Coal, lead, zinc, and copper	200
SCOTLAND		150
IRELAND		250
Total		1779

LITERARY NOTICES.

The Engineer's and Contractor's Pocket-Book for the years 1847 and 1848. John Weale, High Holborn.

This highly useful work, which is a perfect remodelling and improvement on *Templeton's Engineer's Pocket-Book*, the publication of which we duly noticed, comes before the public in an entire new form, bearing ample testimony to the persevering efforts of Mr. Weale, its talented editor and publisher, to lay before the scientific public a work of reference on every subject connected with engineering mechanics, and one in which such reference may be depended on in every point of detail. The "almanack" portion of the volume presents an entire new and most convenient feature—instead of the pages for each month being loaded with chronological references, high water, moon's age, &c., as in other similar works, the first 24 pages represent merely the days of the month and week day on which each takes place, leaving ample margin for memoranda of what engagements are made for the future, or a reference to the past, pecuniary demands, &c., useful tables following, of fixed and moveable feasts and anniversaries, the law and University terms, high water, and every other usual information. We then come to the important part of the work intimated by the title, commencing with an elaborate detail of railroad and building contractor's prices, estimated by a careful investigation into actual works performed, and comparison of different localities; in commencing this portion of the work, it is observed—"In forming estimates for railway work, particular attention should be paid to the localities by a close inspection of the proposed site of the line; a well-studied knowledge of the sectional plan and working drawings; the natural formation of the ground, as the expense of removing earth will vary materially according to the depth of cutting or height of embankment; also the quality of the soil to be removed, and the provision for spoil banks, particularly if permanent, the distance of removal, and various contingencies, which can only be provided for from a knowledge by inspection of the country through and over which the works are to be carried." Twenty-four pages are occupied in this most useful portion of the volume; then follow elaborate lists of prices of mechanical engineering tools and machinery, numerous tables and observations on the strength of materials, Standing Orders relative to railway bills, coinage of the principal commercial countries, gauging, mathematical tables of circles, squares, cubes, &c., powers of numbers, effects of friction in using different lubrications, hydrostatics, and others, too numerous to detail. From page 298 to 310 are tables on the elastic powers of steam, and the temperature of the water with which it is in contact, evaporative power of coals, economy of boilers, &c., which we believe is entirely new, and was obtained from experiments made by Government engineers expressly for this work. After various other statistical matter on railway trains, steam-boats, the screw propeller, well sinking, &c., we come to a complete history of the electric telegraph, illustrated by diagrams, and a full description of the use of this wonderful agency, with the lines and stations on which it is now employed, and which forms a complete and interesting part in itself—while the volume, as a whole, contains a mass of information of the most *recherché* character, and which we have no doubt will be duly appreciated by the engineering public. A list of the prices of railway materials is so novel a feature, that we have given it entire in another column. The work is got up in the publisher's usual elegant and perfect manner, as to type, paper, &c.

Experimental Researches on the Strength and Properties of Cast-Iron, with the Development of New Principles and Calculations deduced from them, and Enquiries applicable to Rigid and Tenacious Bodies generally. By EATON HODGKINSON, F.R.S. John Weale, High Holborn.

This work may be considered as following up the experiments of Tredgold, but on a far more efficient scale—in the preceding work the reasonings being confined chiefly to the effects produced upon bodies by forces, which were small comparatively to those necessary to produce fracture. In this additional part, the author gives generally the ultimate strength of the bodies experimented on, and the laws or phenomena attendant upon fracture. His conclusions are drawn from experiments made since the publication of Tredgold's work on cast-iron, when it appears there was an evident want of experimental information upon the subject in this country, and but little knowledge was possessed of what had been done on the continent. The author having been for many years engaged in experimental researches on the strength of materials, principally through the gratuitous use of the extensive mechanical establishment of Mr. Fairbairn, of Manchester, with all its numerous appliances, and at his expense, has obtained a large mass of facts on subjects connected with the strength of materials; and the work also contains an abstract of all the experiments made and published previously by Mr. Fairbairn, with those by Napier, Rennie, Bramah, and others, and which at a time when iron is being applied to innumerable purposes to which it had not been previously considered practicable, will be found a most important work of reference to iron manufacturers, engineers, and all connected with the great national works now in progress, containing the result of experiments, resistance to all kinds of crushing power, strength of long pillars with flat and rounded ends, effects of temperature, transverse strength of bars, best form of beams, resistance to torsion, and the comparison between hot and cold-blast iron. The work is illustrated by highly-finished copper-plate engravings, and we shall give a somewhat extended notice in a future Number.

The Mercantile Almanack and British Tariff for 1847. Smith and Elder, Cornhill.

This is a neat and well-arranged almanack, got up more particularly for the mercantile counting-house, although it will be found generally useful to all. In addition to the usual monthly arrangements, which are interspersed with instructive notes, as to the payments of stock, dates of notices under various Acts of Parliaments, insurances, &c., it contains the entire tariffs of both Britain and America, with extracts from the Navigation and Regulation Acts, for admission of goods, with Custom-house forms, warehousing entries, and all the usages necessary to be observed in the several dock-yards, a comparison of Colonial stock of 1845 and 1846, with price current, foreign weights and measures, concluding with the usual lists of the Houses of Parliament, the several corporations in the City—as the Bank, East India House, &c., law and public offices—and every information which can be required by the merchant, capitalist, or citizen, eligible within the pages of an almanack.

The Railway Register, December, 1846.

The Register for this month, which terminates the fourth volume, dedicated to H. Houldsworth, Esq., chairman of the Manchester and Leeds Railway, opens with an essay on foreign railway investments by the editor, in which he institutes a comparison between the French and Belgian lines by no means favourable to the latter, concluding that in all our French transactions we have been large gainers, and accumulated a large capital, effected by our advanced intelligence in the operations of capital, while in the whole range of railway enterprise, there are few lines of greater probable profit than those of Belgium, yet, at the present moment, they are either unmarketable or at a fearful depression; this is ascribed to the loss of the ancient money market at Antwerp, and the want of extension of the Bourse at Brussels. In this article, the Dutch Rhenish Railway is recommended as about the best for foreign investment, and upon data to which a thorough investigation induces us to subscribe. There is also a long article "On Statistics of Belgian Traffic in 1844 and 1845," followed by continued observations on Indian railways, and the Portfolio, as usual, follows—containing further documents on the South Western, with the prospectuses of the Cornwall, West Cornwall, Preston and Longridge, and Norwich and Brandon Companies.

KEATINGE'S COUGH LOZENGES.—It is a prevailing opinion that all proprietary medicines come under the denomination of quackery. Now the proprietor of these lozenges wishes to assure the public such is not the case. Having the maker's name affixed to the Government stamp is merely a guarantee against spurious imitations of valuable medicines, as to copy that subjects the imitator to transportation; consequently, as a safeguard to the public, the commissioners of her Majesty's stamps have kindly permitted the words Keatinge's Cough Lozenges to be engraved in the stamp affixed to each packet. If all proprietary preparations are to be classed under the head of quack medicines, James's Fever Powder, Dover's Powder, Singleton's Eye Ointment, Battley's Sedative Solution of Opium, and many others, which are constantly prescribed by the most eminent of the Faculty, would come under this denomination. Upon this subject the *Pharmaceutical Journal*, of the 1st of August, 1846, page 51, under the head of pharmaceutical quackery, states—"The sale of an ordinary medicine may be extended by a judicious exposition of its qualities and virtues, and we are not disposed to call in question the propriety of this practice, where nothing but the simple truth is stated. This is not quackery, although it subjects the article to stamp duty."

THE GREAT WELSH COLLIERY DISPUTE.

THE DUKE OF BEAUFORT V. MORRIS, BART., AND ANOTHER.

The following is a copy of Lord Lyndhurst's judgment on the appeal motion brought by Sir John and Mr. G. B. Morris against Vice-Chancellor Shadwell's judgment, awarding an injunction against them at the suit of the Duke of Beaufort. The appeal was argued as far back as March last, before Lord Lyndhurst, who took time to consider his judgment; and was furnished, at his request, with a map agreed to and signed by the plaintiffs' and defendants' solicitors. When Lord Lyndhurst went out of office, he asked the parties, if they would consent to his still giving judgment; and this being agreed to, his Lordship has lately pronounced it in favour of the plaintiffs.—His Lordship, on this occasion, said:—

The charge made by the plaintiffs against the defendants in this case consists of two parts—that which relates to the Drew's Pit and the Kilvey Colliery, and that which relates to the colliery of Cae Grobos. These should be considered separately.—First, then, as to the complaint respecting the Drew's Pit and the Kilvey Colliery. The complaint is, that the defendants have broken through the boundary between the Drew's Pit Colliery, which is on the western side of the River Tawey, and the Kilvey Colliery, which lies on the eastern side, and that they bring the coal, got from the 3 ft. vein in Kilvey, to the surface of the Drew's Pit; that they have got the coal under the river, the soil of which is alleged to be the property of the Duke of Beaufort; that they are thus draining the Kilvey Colliery, by means of the Landore engine; and that, in the direction in which they are working, they will enter the old workings of the Kilvey Colliery, in the 3 ft. vein, which had formerly been worked from the crop downwards, and are full of water, which would thus be let loose, and by means of the communications so made, ultimately flow into the Landore Colliery, and overpowering the Landore engine, drown the colliery. It is further stated, that the pit is near the river; that the soil about it, and under the river, is of a loose and gravelly nature, and that a quantity of surface and other water is thus brought to the Landore engine; and that there is great danger of the water of the river being let down into these communications, and inundating and destroying the colliery. It is also stated, that many years ago, when the Drew's Pit was first opened, a bill was filed by the then occupiers of the Landore Colliery, of whom the defendant, Sir John Morris, was one, praying for an injunction against the then owners of the Drew's Pit Colliery. In that bill it was stated, that the defendants had broken through their boundary, had worked into the Landore Colliery, and had opened various communications with that colliery; that they had sunk a pit near the river, and that (as stated in the present bill), from the loose and gravelly nature of the soil about it, and under the river, a quantity of surface and other water was brought down to the Landore engine; and there was great danger that the bed of the river might be let down into these communications, and the Landore Colliery inundated and destroyed. The injunction was granted, and the defendants in that suit, the then proprietors of the Drew's Pit Colliery, acquiesced and submitted to the order. The allegations in the present Bill were supported by the affidavits of Sir John Morris and the other plaintiffs in the former suit. The pit mentioned in the former Bill, and respecting which the complaint was made, was the Drew's Pit, in which the defendants are now working.

Such is the substance of the case, made on the part of the Duke of Beaufort, as to this branch of his complaint.

None of these facts are contradicted, or in any way met or explained by Sir John Morris, in his affidavit. He states, indeed, that communications between the Drew's Pit Colliery and the Landore Colliery were made upwards of 60 years ago, but these communications may have been (and, as Sir John Morris does not state the contrary, probably were) those wrongfully made by the then owners of the Drew's Pit Colliery, and which were the subject of the suit in which the injunction was obtained, for many of those were stated to have been made before 1780, and form a material part of the complaint in the bill, which was filed in 1805. He further states, that he has been informed, that preparations have been made to prevent the water flowing from Drew's Pit to the Landore Colliery, in the event of the engine being stopped, but he does not state what those preparations are, or give any information respecting them; and it is remarkable, that nothing is said as to any such preparations by Mr. Morris, in his affidavits. He further states, that the water in the old workings may, with proper precautions, be drawn off by degrees, so as to prevent injury to the plaintiff's colliery. He does not, however, neither does Mr. Morris, state that any steps have been taken, or are in progress, for that purpose.

The only other affidavits are those of Mr. Morris. In his first affidavit as to this part of the case, he states that he holds two collieries, on opposite sides of the river, under agreements with the different proprietors; and that he claims the right under these agreements, of making communications through the soil and ground under the river, for conveying coal from the one side of the river to the other, and of getting the coal under so much of the river as lies between the lands comprised in those agreements. But it is not shown, nor does it appear, by what right the owners of the Drew's Pit Colliery could allow a communication with, or through their colliery, to the injury of the owners of the Landore Colliery; and, even assuming that the defendants had the right of getting coal under the river, (which, however, is denied), this would not give them the right of piercing through their boundary, so as to drain their colliery by means of the plaintiff's engine; still less would they be justified in doing this in such a way, and with such circumstances, as to endanger the safety of the plaintiff's colliery. Mr. Morris further says, that to the best of his knowledge and belief, there are no excavations from the crop downwards, or lodgements of water, on the eastern side of the river; but, in opposition to this belief, the existence of these deposits is positively sworn to by Evan Jones, a coal-master, who has worked five years in the 3-foot vein, on the Kilvey side of the river, and who adds, that if the defendants work the 3-foot vein in the direction in which they are now proceeding, they will inevitably strike into these lodgements, and flood the Landore Mine.

The only additional facts stated in Mr. Morris's further affidavit, as to this part of the complaint, are, that he has heard that the workings complained of in the Chancery suit of 1805, were in the 6-foot vein, which is considerably above the 3-foot vein, but Sir John Morris, who was a party to that suit, is silent upon this point; and as this fact is not mentioned in Mr. Morris's original affidavit, it is probable that the statement was made since the affidavit was sworn, and for the purpose of this defence; and, as the author is not named, and has not himself made any affidavit of the fact, I think this suggestion is entitled to but little attention. The same observations will apply to the only other fact in the further affidavits of Mr. Morris, relating to this part of the case—viz., the information of the discovery of old workings in the 3-foot vein under the river, and of communications between the Kilvey Colliery and the Landore Colliery, where that colliery abuts upon the river. No reason is assigned, either in this or the former case, for the absence of affidavits, by the person or persons from whom the information is alleged to have proceeded.

Next, as to the complaint respecting Cae Grobos.

Cae Grobos is separated from Pentre, or from the rest of Pentre, of which it is said by Mr. Morris to be a part, by solid coal on each side of a fault, forming a barrier between them. This is so stated in the affidavit of the Duke of Beaufort, and not contradicted by either of the defendants.

Cae Grobos has hitherto been drained by means of a communication through the neighbouring colliery of Major Phillips with the Pentre, and ultimately with the Landore Colliery; by the Landore engine. It is stated in the affidavit of Struvé, the engineer, that, in the 6-foot vein in Cae Grobos, there are extensive old workings below the level of this drainage, and which are, consequently, full of water: he had recently inspected these workings. Sir John Morris had made a drift of considerable length down the 3-foot vein, to form a communication with the Pentre Colliery; but the water flowed into the drift from the old workings, and prevented his proceeding further. Mr. Morris is now running a drift from Pentre upwards, with the same object—viz., to form a water communication with Cae Grobos, the effect of which will be to let down the water in the old workings upon the Landore engine, and to drain that part of Cae Grobos which lies below the level of the present drainage, by means of the Landore engine. These statements are supported by the affidavit of the Duke of Beaufort, and Mr. Struvé, the engineer and mineral surveyor, who had recently inspected the works; they are not contradicted by Sir John Morris, who merely says, that, by proper precautions, which he described, the water in the old workings may be let down in such a manner, and by such degrees, as to obviate the injurious consequences pointed out by the plaintiffs. He adds, that the defendants have a greater interest in preventing such consequences than the plaintiffs; but it is not said by either of the defendants, that they intend to adopt such precautions; and, independently of other considerations, the rights and interests of the plaintiffs, and the security of their property, are not to be made dependent on the diligence and caution of the defendants and their workmen, or upon the view which the defendants may be disposed to take of their own interests.—Mr. Morris (the other defendant), in his affidavit, says (but in this he is not supported by Sir John Morris), that he does not believe there are any old works below the present drainage sufficient to contain a stock of water; because, he says, the old workings were worked and won by means of the present drainage. I cannot venture to form an opinion as to the extent to which these workings might be carried below the drainage; this would, I presume, depend upon the quantity of water that would be let loose and flow into the workings while they were in progress. Mr. Struvé, the engineer, says, they were probably from 20 to 30 yards in extent, measured along the slope. Without, however, giving any opinion upon this point, it is sufficient for the present purpose to observe, that it is admitted that Mr. Morris is about to form a new watercourse, and to drain by means of the Landore engine (already sufficiently taxed) that part of the Cae Grobos which is below the present drainage, and could not be drained through Major Phillips's Colliery; and for this purpose is breaking through the natural barrier which separates Cae Grobos from Pentre, or, as stated by Mr. Morris, from the rest of Pentre. I think he cannot do this to the prejudice of the plaintiffs, or the endangering of their property. Mr. Morris, as he says, has already pushed his Pentre workings into Cae Grobos, and diverted the water to Pentre, and to the Landore engine, without injury to

plaintiffs; but this appears from his statement to be above the existing drainage, and, consequently, no more water would fall upon the Landore engine, by reason of these works, than if it had proceeded in its natural course through the colliery of Major Phillips. Upon the whole case, then, after reading and considering the affidavits on both sides, I think the answer given by the defendants to the complaints in the bill is insufficient, and that the plaintiffs are entitled to the protection of the court. The motion must therefore be refused, with costs.

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—The lode in the 24 fm. level end, west of engine-shaft, is about 20 in. wide, producing stones of ore. In the 18 fm. level end, west of flat end shaft, the part of the lode we are driving on is about 2 in. wide, producing 1 ton per fathom; we have left behind this end another part of the lode, about 2 ft. wide, producing 1½ ton per fm.; the 18 fm. level end east is producing 1 ton per fm. The 12 fm. level end is greatly improved in appearance, producing about ½ of a ton per fm.; a rise in back of this level, between this end and flat-end shaft, has greatly improved; we had no ore in the lode as high as this rise till this month; it now leaves tribute ground. Our prices for December month contracts are as follows:—Driving 28 fm. level cross-cut, from flat-end shaft, 44. 10s. per fm. (6 men); driving 24 fm. level end, west of engine-shaft, 51. 10s. per fm. (6 men); driving 18 fm. level end east, 31. 15s. per fm. (4 men); driving 12 fm. level end west, 31. 10s. per fm. (6 men); sinking winze under 18 fm. level, 41. per fm. (4 men); rise in back of 12 fm. level, west of flat-end shaft, 31. per fm. (4 men); sinking surface shaft, in Maudlin-town, 41. per fm. (9 men); driving adit end east, 11. 15s. per fm. (6 men); driving Clon Mines adit level, 11. 15s. per fm. (4 men). We shall be sinking Daw's shaft in a few days. Tributaries about 45 men, and prices from 41. 10s. to 61. per ton; four engaged the sloop *Success*, of 35 tons, to take in cargo of lead ore on the 9th, for the ticketing at Holywell.—T. ANGOVE: Dec. 5.

BEDFORD UNITED.—At Wheal Marquis, the lode in the 80 fm. level east is 18 in. wide, producing good work. In the 70 fm. level east the lode is 2 ft. wide, composed of spar, mundic, and ore—saving work. Michell's winze, in this level, is stopped, until the 80 fm. level is further advanced. The 58 fm. level east is 18 in. wide, composed of capel, spar, and mundic; in the rise in this level the lode is 2½ ft. wide—good work. The pitches, on the whole, are looking favourable. At Wheal Tavistock, the lode in the 47 fm. level east is 3 ft. wide, composed of mundic, spar, and ore—worth about 1½ ton of ore per fm.; and in this level west the lode is 18 in. wide, producing some saving work. In the 35 fm. level east the lode is 18 in. wide, spar, mundic, and ore—more promising than for some time past. The south engine-shaft is 21 fms. 4 ft. 6 in. under the surface; the lode is 6 ft. wide, producing good stones of ore. The lode in the adit level east is 15 in. wide, gossan, spar, mundic, and ore.—JAMES PHILLIPS: Dec. 8.

BUDNICK CONSOLS.—The following are particulars of the account, held at the mine, on the 7th inst.:—To balance of account to end of Aug., 491. 16s. 4d.; cost for Sept. and Oct., 17611. 14s. 4d.—18111. 10s. 8d.—By black tin sold (less 1-20th dues, 951. 7s. 2d.), 18111. 16s. 10d.; carriage of tin, 261. 9s. 10d.; balance of 7th call received, 401. = 18781. 6s. 8d.: leaving a balance in pursuer's hands of 661. 16s.

CUBERT SILVER-LEAD.—We expect in a few days the sump-shaft will be completed to a 35 fm. level. In the 25 fm. level going east the lode is about 8 in. wide, very wet, and likely soon to be productive for ore; in this level west the lode is 2 ft. wide, composed of soft white spar, with mundic and rich stones of lead—a very promising level. In the 15 fm. level east the lode is 18 in. wide, saving work, but not rich; driving west in that level the lode is 1 ft. wide, the whole width good work for lead. The tributaries are working well, and most of them, we believe, are earning fair wages. The appearances throughout the mine are pretty much better than when I wrote you last week.—RICHARD ROWE.

EAST CROWDALE.—The lode in the 30 fm. level east, is still improving in appearance, is now 2 ft. wide, composed of spar, capel, white iron, flookan, mundic, and good spots of copper and lead ore; and I hope, from present indications, that a bunch of ore is not far distant. The stopes, east and west of the winze below the 20 fm. level east, still continue ore ground; the lode in the east stopes is small, with a branch of ore 3 in. wide, of a very good quality; in the west stopes, the lode is 20 in. wide, composed of capel, spar, white iron, mundic, and a tolerably good branch of ore; the ground on the cross-course south, at the 20 fm. level, is improving; we shall be able to explore a great extent of ground in a short space of time without much expense in timber, as at first anticipated, having a firm wall each side the cross course, which is about 2½ ft. wide. We are getting on with all possible speed in erecting our capstan, and other necessary apparatus, on the new engine-shaft—and shall proceed as soon as this is completed, to drop our new plunger-lift at once.—S. PAUL: Dec. 5.

EAST TAMAR CONSOLS.—At Whitson, the ground in Hitchens's shaft is very hard for sinking, but the lode in the bottom levels is greatly improved. The lode in the 54 fm. level south is 2 ft. wide—a very promising lode, indeed; the 54, north lode, is 18 in. wide, and good work. The 46, south lode, is 1 ft. wide, flookan, spar, and a small quantity of ore. At Furzehill, the lode in the shaft is 2½ ft. wide, flookan, spar, and silver-lead ore. The lode in the 38 fm. level south is 20 in. wide—saving work; the lode in the 38 north is 1 ft. wide—good work. The 30 fm. level south is 2 ft. wide, work of good quality. I am happy to say our mine is very much improved since last reported. We have shipped to-day October ores, 41 tons, and expect to sample on Thursday November ores, computed 42 tons.—B. ROBINS: Dec. 8.

EAST WHEEL FORTUNE.—We are prosecuting our adit level in a north-east direction, which will intersect all the lodes, and from the highest part of the set will give about 60 fms. backs; this is an incalculable benefit in carrying out mining operations. Having passed through No. 1, or Consols, lode very shallow—much cannot be said, size about 2 ft. wide—this is a tin lode. Continuing the adit, will shortly intersect No. 2 lode, about 15 fms. deep—this is a copper lode; at a short distance from where this will be intersected, I have seen some beautiful stones of copper ore raised, about 4 fms. deep; by driving on this lode, which runs south of east, we shall again intersect the aforementioned lode, about 35 fms. deep, where, I doubt not, from the appearance of the strata, we shall find it productive of mineral. No. 3, is a tin lode; on this we have sunk two shafts about 14 fms. deep, distance about 35 fms., to which we intend to hole and ventilate this part; driving on the course of the lode, size about 2 ft.; driving about 17 fms. in the present end, we have a rich branch of tin dropping into the lode, which is a good indication, and by sinking a winze there is every probability of having ample remuneration. Continuing our adit (no timber required, and ground easy), we shall intersect this about 30 fm. deep. At a few fms. north of this is No. 4 tin lode; on this a few fms. have been sunk, size about 2½ ft. wide. No. 5 lode, we have sunk about 11 fms., size about 5 ft. wide, carrying as fine a gossan as perhaps was ever seen, with some copper heads. Judging from the healthy appearance of these lodes, I fully believe it will amply compensate the adventurers.—R. WOOLCOCK: Dec. 8.

GRAMBLER AND ST. AUBYN.—Account held Dec. 8: Labour cost for Sept. and Oct., 8711. 8s. 10d.; merchants' bills, for ditto, 2771. 8s. 1d.—total, 11481. 17s. 11d. By copper ores sold, Sept. 24, 11891. 4s. 2d.; tin ores sold, Nov. 11, 401. 12s. 6d.—which, deducting lords' dues (681. 6s. 5d.), makes 11611. 10s. 8d.: showing a profit of 121. 12s. 4d.; which deduct from balance due pursuer last account (2591. 8s. 0d.), leaves now due pursuer, 2461. 16s. 8d.

GREAT MICHELL CONSOLS.—The engine-shaft is down 3 fms. below the 22 fm. level; the ground is not quite so favourable for sinking. In the 22 fm. level east the lode still continues to look well, composed of very fine gossan and rich spots of ore, 7 ft. in width; in the 22 west, the north part of the lode, now being carried, is composed of spar, gossan, and mundic, with a small proportion of ore—a kindly lode.—T. RICHARDS: Dec. 8.

GREAT WHEEL MARTHA.—We are glad to inform you, that the ground in the new engine-shaft continues favourable for sinking; and the sumpmen, who are working vigorously, seem as anxious as ourselves to reach the depth of 40 fms.—as, judging by the indications in the 10 and 20 fm. levels, now filled with water, every miner who has seen the lode anticipates favourable results. Depth of the shaft, 28 fms. 5 ft. 6 in. below the deep adit. The lode opened on in Sherrell's bottoms is 4 ft. wide, presenting indications favourable to the production of tin; we propose sinking a few feet more on it, and then open on other lodes which are running parallel with it.—J. PRINCE; T. PENALUNA: Dec. 5.

GUNNIS LAKE.—At Chilsworthy, Bailey's engine-shaft is 1 fm. 4 ft. under the 12 fm. level; lode 2½ ft. wide, composed of gossan, spar, and ore—very kindly. The lode in the 12 fm. level east is 2 ft. wide, producing good stones of black and grey ore; and in this level west the lode is 3 ft. wide, principally gossan and spar, with good stones of ore occasionally—a very promising lode indeed.—W. RICHARDS: Dec. 8.

HAWKMOOR.—The lode in the 15 fm. level, east of Hitchens's shaft, is 3 ft. wide, composed principally of spar and mundic, with good stones of ore occasionally.—P. RICHARDS: Dec. 8.

HERODSFOT.—The 62 fm. level is now extended 32 fms. south, and 16 fms. north, of the engine-shaft. The engine-shaft has been sunk to the 72 fm. level, and the cross-cut driven 3 fms. The 52 fm. level is driven 46 fms. south of the engine-shaft; the lode in the 52 south is at present 1 ft. wide, containing much mundic, but only a few stones of lead; in a winze, sinking below the 52 fm. level, 15 fms. north of the end, is 3 ft. wide, worth 81. per fm.; in the 62 south, 2 ft. wide, worth 31. per fm.; in the 62 north, 1 ft. wide, worth 21. per fm. Tribute in the 62 fm. level, 8 pitches working on rather less than half-tribute. In the back of the 52 fm. level, from the end to the winze sinking below, one pitch working, in about 12s. in the 17; the produce of the mine will meet half the monthly cost. I expect to cut the lode at the 72 in about a fortnight; and, after having opened a little on it, I hope to pay the full cost of the mine. We shall have 8001. worth of ore fit for the sale soon after Christmas.—J. MEDLIN.

HOLMBUSH.—We calculate it will take the shaftmen three weeks from this date, to finish their contract in stopping down the piece of ground below the 110 fm. level. The lode in the 120 fm. level, west of the great cross-course, is 30 in. wide, and worth 301. per fm.; at the same level, driving north, the ground is hard; in the 120 fm. level, south from the winze, the ground is likewise hard; there is 2 fms. of ground to drive through, between the both ends, to effect a communication, which we hope to accomplish in the course of the month. The lode in the rise, above the 110 fm. level, from the north part, is much the same as last reported on; the lode in the 110 fm. level, west of the lead course, is 10 in. wide, and worth 81. per fm.; in driving east, opposite this level, we have intersected two branches, one 10 in. and the other 4 in. wide, composed of soft spar, and spots of lead; but the main part being further east, we are still driving in that direction—there is as beautiful a channel of white soft killas as can be seen, which is very congenial for lead; the lode in the winze sinking below the 110 fm. level (between the great cross-course and the lead lode), is 16 in. wide, and worth 121. per fm.; this winze is sunk 4 fms. 4 ft. below the 110 fm. level, and is 12 fms. to the west of the 120 fm. level, driving towards it. The lode in the 100 fm. level south, is 3 ft. wide, producing stones of lead in places; one of the pitches in the back of this level is improved, but the other is looking not quite so good as it was last week. We have now 4 pitches set on the lead lode, and hope shortly to have an increase to the number.—W. LEAN: December 8.

LAMHEROEE WHEEL MARIA.—We are getting on as well as we can expect in sinking our two shafts, considering the water with which we have to contend; the engine-shaft is now down 24 fms. 1 ft. from surface, and Davey's shaft 16 fms. 5 ft. 2 in. An accident—viz.: that of a breakage of the door-piece in the latter shaft—prevented the men working at the bottom of the shaft for a time, the repairs of the accident having taken eight days to complete. The lode in Davey's shaft is at present divided by a horse or bed of killas; we have gone through the lode 7 feet or 8 feet, but have not yet seen the south wall. This horse is about 3 ft. wide; but, in sinking, we find it to be split, and a favourable change taking place in the appearance of the lode, which is of a strong nature, and highly promising character—it is chiefly composed of jack, mundic, copper, &c. It is proposed to continue the shaft in a perpendicular direction, or downright, until we intersect the lode L, which is about 3 fms. south of the lode we are now sinking through, and then to sink on the course of that lode until we meet with the H and I lodes, both of which underlay south—the former being 48 fms. at surface north of the one we now have in the shaft, and the latter 25 fms.; but which, as they underlay towards the K lode, which is underlaying north, they will both come into the shaft in course of sinking—and, by putting out a cross-cut at any point from the incline shaft, we can take K lode, should they not come together in depth. I think it may be worthy of consideration, whether we should not run down with our engine-shaft to the 40 fm. level, before we drive out a cross-cut towards Davey's shaft, as at the latter it would only come in at about the 20 fm. level, which I consider too shallow a depth to make an effectual trial, and also to warrant the expenditure, as the length of cross-cut between the two shafts would be 127 fms.—while, by sinking Davey's shaft, on the K lode, we should be approaching the engine-shaft, and, at the same time, intersect the H and I lodes; this, however, we shall be better able to judge of when we are down some few fathoms, and have cut the L lode.—JOHN TABB: Dec. 4.

SOUTH TAMAR UNITED.—The masons are getting on with the engine-house as fast as the weather will permit; we have had some sharp frost, which has been against the men in building. We have cleared the adit 145 fms., which is to the second adit shaft, which we have commenced clearing up; every thing in this part is getting on as expeditiously as possible.—B. ROBINS: Dec. 8.

HANSON.—In reporting on these mines this week, I beg to say, the flat-rod shaft, sinking under the 22 fm. level, on Stainsby's lode, is now under the level about 8 ft.—the lode is 2½ ft. wide, and good for ore; the lode also in the bottom of the 22 fm. level, stopping from said shaft, is about the same as in the shaft. The tributaries working in the back of the 22 fm. level have not as yet holed the piece of ground set for them on survey-day; and have not as yet taken down any lode for the month.—Z. WILLIAMS: Dec. 7.

MENDIP HILLS.—In the 38 fm. level, south of Stainsby's shaft, we have a very large lode, much larger than the end is wide; it is chiefly composed of light coloured flookan, intermixed with limestone; ground continues favourable for driving. No particular alteration has taken place in Stainsby's shaft, the lode continues about 7 ft. wide, composed of dark flookan, with spots of lead at times, and quartz; it is not quite so hard for sinking as it has been; down 7 fms. 3 ft. below the 38 fm. level.—F. C. HARPER: Dec. 7.

PENTUAN WHEEL MARY.—Since my last report, I am happy to inform you, that we have cut a fine unexpected lode in our adit level, running parallel with our main lode—the lode is from 9 in. to 15 in. wide, producing some excellent tinstuff. On Friday, I put two men to sink for the purpose of cutting what the streamers call their middle lode, when it was quickly discovered; the lode being from 3 ft. to 4 ft. wide, showing a beautiful gossan, with rich spots of copper ore, specimens of which I shall forward to you by Monday's post; the main lode being still in advance of our present end, I would recommend two additional men to be put in this end, whereby we may get to our main object as early as possible; the main lode has already been cut in the valley, from which large rocks of copper ore have been raised.—J. CHYNOWETH.

TAMAR SILVER-LEAD.—In the 160 fm. level the lode is 18 in. wide, composed of capel and ore, good saving work. The 145 fm. level is in slidy ground, and the lode disordered. In the 135 fm. level the lode is 3½ ft. wide, 1 ft. of which is producing work of a good quality. In the 125 fm. level the lode is 3 ft. wide, good work, and of a promising description. In the 115 fm. level the lode is 2½ ft. wide, 6 in. of which is producing saving work, but not rich. In the 105 fm. level the lode is 18 in. wide, composed of capel, with good stones of ore. In the 145 fm. level, north of the shaft, the lode is 18 in. wide, yielding work of a promising character. I am happy to inform you, the bottom levels are looking favourable. We have holed the incline plane shaft to the 125 fm. level, and hope to commence drawing the tributaries' work from there in about 8 or 10 days. At the north mine, in the engine-shaft the lode is 5 ft. wide, composed of capel, mundic, and a small quantity of ore. In the 60 fm. level the lode is 6 in. wide, good work for silver-lead ore. In the 50 fm. level the lode is 1 ft. wide, composed of capel, with spots of ore. We sampled on Saturday, the 5th inst., computed 100 tons of rich silver-lead ore. At Wheal Hancock, we are still cross-cutting east. At Hole's Hole, we are still cross-cutting towards the lode, and the end discharging a large quantity of water.—JAMES SPRAGUE: Dec. 7.

TINCROFT.—We have driven through the lode at the 100 fm. level, and find it 2½ ft. wide, producing some good quality copper ore, and promising; we have commenced driving east and west on it. The lode in the 90 east is 2½ ft. wide, producing good stones of copper ore; the cross-cut, towards the lode in the 90 west, continues hard, being very near the lode. The lode in the 80 east is 2 ft. wide, producing occasional stones of ore; the lode in the 80 west is 2½ ft. wide, worth 151. per fm. The lode in the 70 east is 3 ft. wide, producing tinstuff—we have set the back of this level at 2s. 6d. tribute for tin; the rise in the back of the 70, and winze sinking to come down on it from the 60, are producing some ore. You will observe, by our setting report, that our tributaries, on the whole, are lower than last setting. Palmer's shaft is down to the 80 fm. level. We shall now have to alter the pitwork before we commence driving. The lode in the 70 west is 3 ft. wide, ore throughout, worth 121. per fm.; our pitches in this part of the mine continue much the same as for some time past. The water has so increased in our new shaft, that we have been obliged to suspend it. We have obtained leave of Captain Tredinnick to drive from East Croft deep adit to our shaft; we have 6 men employed driving the said adit and hope to reach the shaft in about 4 months. In the south mine, the 162 west is producing fair quality tinstuff. The lode in the 142 east is 4 ft. wide, worth 301. per fm. The lode in the winze, sinking below the 120, to come down on this level, is 5 ft. wide, tiny throughout, very promising; the lode in the 120 east end is 4 ft. wide, worth 101. per fm. We are driving south from the 100 east, towards South Higbrow lode, which we expect to cut in 10 or 12 ft. more; we have a pitch in the bottom of the 100, almost immediately over where the cross-cut will take the lode, working at 2s. tribute; the stopes, in the bottom of the 100, is worth 301. per fm. Some of our tin tributaries, working between the 72 and 81, have recently discovered a very promising lode, taking a south-west direction from Higbrow south lode. We have commenced driving a cross-cut towards the said lode at the 72 fm. level, we expect to intersect it in 4 or 5 fms., which will occupy about 3 months. Chapple's lode, in the western part of the mine, is looking very well. The 100 fm. level west is worth about 61. per fm.; the rise, in the back of that level, is worth 101. per fm. We have 6 ft. more to drive the 90 west, to get over the rise in the back of the 100, when we shall sink a winze to communicate with the said rise—this will lay open ground that will work at a low tribute. We are getting on very well cleansing the adit towards Wheal Providence Old Mine, and are keeping the water in the adit with the engine—on the whole, I think our prospects to be very cheering. I regret to say, that the piston of our stamping-engine broke last Friday, which will throw us back very much for our next sampling of copper ore and tin for next sale; we hope to be in course of working again to-morrow night.—W. PAUL: Dec. 7.

TRETOIL.—The lode in the 80 fm. level east is 18 in. wide, producing some stones of ore; in the winze, coming down on this level, from the bottom of the 70, the lode is 1 ft. wide, a good ore lode—this winze is 8 fms. east of the present end in the 80. We have now cut the cross-course in the 70 fm. level east—shall cut through it as fast as possible, and commence driving south to intersect the lode to the east. There is no alteration in any other part of the mine since last reported.—H. WILLIAMS.

TRELEIGH CONSOLS.—At Christie's shaft, below the 100 fm. level, sinking in the country—the ground favourable. In the 100 fm. level, east of Christie's shaft, lode 2½ ft. wide; we are saving all the lode to dress—orey all through, and kindly; in the 100 fm. level, west of Christie's shaft, lode 10 in. wide, rather more promising—no mineral. Garden's shaft, below the 90 fm. level, is sink-

ing in the country. In the 90, west of Garden's shaft, lode 3 ft. wide, and worth about 101. per fm. In the 80, west of Garden's shaft, lode 2 ft. wide, and worth 61. per fm. In the winze below the 70 west, lode 20 in. wide—no mineral; in the 70, west of Good Fortune, we have driven north in all 12 ft. to the north wall of the lode; we are now driving on the south part—no ore. In the 60, west of Symons's, lode about 2 ft. wide, and worth about 51. per fm.; in the 50 east, on the north lode, the branch very small—no mineral. In the 44, west of the north lode, the lode is about 1 ft. wide, producing stones of ore. In the adit cross-cut south, driving south to the western shaft.—W. SYMONS: Dec. 5.

UNITED HILLS.—In the 90 fm. level, eastern end, no lode broken for the past week; western end, lode 2 ft. wide, worth 241. per fm.; in the stopes, east of Williams's, lode 2 ft. wide, and worth 151. per fm.; in the stopes, west of Williams's, lode 2 ft. wide, worth 301. per fm. In the 80 fm. level, eastern end, lode 2½ ft. wide, worth 51. per fm.; the cross-cut continues without alteration since last week. In the 70 fm. level, east of eastern shaft, the lode is 2½ ft. wide, and worth 121. per fm.; west of James's shaft, lode 18 in. wide, and worth 101. per fm.—this end is looking very kindly at present. In the eastern shaft, under the 70 fm. level, we are still stopping west of this shaft, the lode is 3 ft. wide, and worth 301. per fm. In the 60 fm. level the lode is 3 ft. wide, and worth 91. per fm.; in the shallow adit, lode 4 ft. wide, worth 61. per fm. At Wheal Charles, in the 50 fm. level the lode is 2 ft. wide, poor. In the 40 fm. level the lode is 4 ft. wide, worth 161. per fm. At Wheal Sparrow, in the 40 fm. level the lode is 2 ft. wide, worth 41. 10s. per fm. In Turner's shaft, under the 30 fm. level, lode 3 ft. wide, worth 151. per fm. In the 30 fm. level the lode is 4 ft. wide, and worth 51. per fm.—T. TREVENEN; R. WILLIAMS: Dec. 8.

VICTORIA.—Our men are still going forward with the same work that I reported to you last week. I have set the level from lobby home to the wheel-pit at 5s. per fm. I have also set the smiths' shop, and the carpenters' shop to clear out, and the saw pit to make, at 46s. (a bargain). Although it is in the winter, we are progressing favourably, and I hope to be in readiness by the time specified.—JAMES CHYNOWETH: Dec. 9.

WEST BASSET.—The following are particulars of the account, held at the mine, on the 7th Dec.:—To labour cost for Sept. and October, 14191. 4s. 10d.; merchants' bills for ditto, 5431. 5s.—total, 19621. 9s. 10d.—By copper and tin ores, sold September and October (less lord's dues, 991. 2s. 8d.), 18831. 4s. 1d.: showing loss of 791. 5s. 9d.—Balance in favour of last account, 10191. 6s. 2d.; leaves in banker's hands, 9401. 5d.

WEST WHEEL JEWEL.—In the 15 fm. level, east of Hodge's cross-course, on Wheal Jewel lode, the lode is 18 in. wide, of more promising appearance than when last taken down. In the 100 fm. level east, on the same lode, we have intersected a cross-course that have been seen in the 85 fm. level, and 70 and 57, and 42, which have disordered the lode in all the levels we have driven through it; in some of these levels, for some fathoms, we do find the lode to be unproductive; the level is suspended, and the men have been put to sink a winze in the bottom of the 85 fm. level, west of Hodge's cross-course, on Wheal Jewel lode. In the 85 fm. level south, on Williams's cross-course, ground very favourable for driving. In the 12 fm. level, west of Quarry shaft, on Tolcarne tin lode, the lode is 30 in. wide, and worth 101. per fm.; in the winze, in the bottom of the same level, the lode is 2 ft. wide, and worth 301. per fm.; in the winze, in the bottom of the same level, east of Quarry shaft, the lode is 1 ft. ft. wide, and worth 71. per fm.; the winze in the bottom of the deep adit, west of Quarry shaft, on the same lode, the lode is 2 ft. wide, and worth 251. per fm.; in the 12 fm. level, west of the old sump shaft, on the same lode, the lode is 1 ft. wide, producing some stones of tin.—R. JONES: Dec. 7.

WEST WHEEL MARIA.—The ground in the eastern engine-shaft is much the same as last reported—rather hard; the lode in the shaft is about 6 ft. wide, composed of mundic, spar, peach, and rich stones of copper ore, stones of which I produced to the meeting at Tavistock last Saturday; the ore is more diffused through the lode, and of a better quality than ever I have seen it before, I should say very much like the same character of the Great Wheal Maria ores; at the western engine-shaft, the sumpmen are employed cutting bearer holes and cistern plat, preparatory to fixing the 10 in. plunger-lift, which I hope to complete in the course of another week.—T. KODDA: Dec. 8.

WHEEL ADAMS.—The western silver-lead lode, in the 50 fm. level, south, is 2 ft. wide, and worth 51. per fm.—at this level, driving south on the eastern (or jack) lode, we have had some very heavy ground to contend with, rendered so by two lodes forming a junction at this point—the level being breasted up, prevented me from reporting it; but, from the information I could gather, it is worth 61. per fm. The lode in the rise, above this level, is 2½ ft. wide, at present poor—this rise is 6 fms. 1 ft. 6 in. above the back of the level; the first 3 fms. produced some very good lead, and have opened ground that will set at a moderate tribute; but the remaining ground above deserves a high tribute, say 12s. in the 11. We have 4 fms. more to rise, to effect a communication to the 28 fm. level, which will be done in about a fortnight from the present time. The lode in the 40 fm. level north is 20 in. wide, and worth 51. per fm.—this level has been poor for several fms., but is now improving; we have also set a cross-cut to drive west, by 4 men, at the 28 fm. level, to intersect the western copper lode, which lies 30 fms. west of our starting point, agreeably with the dialing, and which we hope to reach in five months; we have eight pitches at work, the tributaries of which is from 7s. to 12s. in the 11.—W. LEAN.

WHEEL AGNES.—The men have holed to the levels for ventilation since last reported, and have recommenced driving south-west on the course of the lode; the lode is 18 in. wide—saving work. The tributaries are getting wages.—B. ROBINS: Dec. 8.

WHEEL BENNY.—Ford's engine-shaft is down the depth of 13 fms. from surface, in a beautiful strata of white killas, very congenial for copper, and quite mineralized; the north lode is gone through the shaft about 9 ft. up from the present bottom of the shaft; another branch or lode is now come in, so that we shall be obliged to sink 9 ft. deeper before we can fix the standing lift, when it is intended to drive to cut that beautiful gossan lode, which is to be seen only 10 ft. from surface, worth 201. per fm.; there being three lodes within 5 fms. of each other, and of different underlays, therefore they have every appearance of forming a junction at the depth of 40 fms.; our engine is doing most excellent duty, and keeps the water well; I deeply regret the suspension of our deep adit level, which, according to the present underlay is within 5 fms. of No. 1 lode, and 45 fms. from surface; upon the whole our prospects are great, and have every appearance of turning out abundance of ore; I have used every exertion, and shall continue to develop the resources of the mine in the most judicious and economical manner.—T. M. PENALUNA: Dec. 8.

WHEEL CONCORD.—The lode in the different parts of the mine is much of the same character as when I wrote last week. This being our setting day, we have resumed driving the 28 east and west, as well as the 20 south towards the south lode. We have holed the rise from the 28 to the 20 west from the engine-shaft, and a few days will enable us to describe the appearances in the latter level; we have offered, as I advised you was our intention, the backs of the 20 and 28 on tribute; but not any one was inclined to take them on these conditions, and I purpose, if we do not succeed in setting them on tribute, to work them on tutwork as before. Our general prospects are encouraging, and in about another week the crusher will be in working order. The parcel of dressed lead is nearly 30 tons, which we intend, with your approval, to offer for sale next week.—J. B. CLYMO: Dec. 5.

WHEEL CURTIS.—In addition to what I have already personally communicated to you, in reference to this mine, the following is a digest of the information I have this day collected by a personal visit to the works:—The engine-house is in an advanced stage of erection; and, if fine weather continues, it will, in all probability, be completed in about six weeks from this date, and thence a like period will enable the engineer to put the machinery in motion—so that it is confidently expected that Wheal Curtis will be in full operation by the end of February, or early in March, next. There is also substantial smithy, carpenter's shop, sawing house, and material yard; but these are already completed, and are well arranged, convenient, and in every respect equal to the work for which they are at present intended. In reference to the old workings, you are aware, I can say but very little; indeed, I can add nothing to the information I gave you personally in London: yet it is my duty to state, that the engine-shaft, which is 13 ft. by 7 ft., is being sunk in a very congenial killas for mineral formation, and the gossan of the lode is of a kindly character; this shaft is now down 26 ft. under the adit, and so far the horse-whim is quite equal both for the water and the stuff; the men (nine in number) have 71. per fathom, out of which they have to pay all charges, such as candles, powder, smith, and tools—indeed, everything consequent upon their operations; and, from the exceedingly easy character of the strata, there is not a doubt but the men will get fair wages, even at this moderate price. From this shaft (the engine) there is a cross-cut being driven northwardly, which is at about right angles to the line of the adit; and when these are conjoined, then the adit will be complete from engine-shaft; in this gallery six men are employed; price of ground 85s. per fathom—and this corps of miners, like those in the engine-shaft, have to pay all their cost; length of cross-cut 21 fathoms, of which 7 are completed. The flat-rod shaft (the whim-shaft of the old party) is being cut larger by four men, at 25s. per fathom; depth of work to be done, 15 fathoms, of which four are completed. I consider the Charlotte lode a great acquisition to the Wheal Curtis set, particularly as it can be easily drained by your engine; and, from the general geological character of the district, and the mineral indications of the veins at the surface, I cannot but think this a fair and legitimate field for mining speculation; and the most intelligent of the old miners, from whom I have been able to collect information, appear of opinion that with intelligence and economy, the issue will be equal to the most sanguine expectations.—After having read this report to the gentlemen in charge, I find that I have omitted to say, that a good house for offices, agent's rooms, and accommodations, is also very nearly finished.—O. H. MATTHEWS.

WHEEL LOUISA.—We are driving to cut the lode at the 20 fathom level; the ground through which we are driving is looking well; in driving the last week we cut a very fine branch, from 4 to 5 inches wide, underlaying south, thickly spotted with copper. We are driving our adit level in the south part

of the mine, in which we have discovered several promising branches; yet I do think the main lode is several fathoms in advance of our present end.—JAMES CHRYSWORTH: Dec. 9.

WHEEL TRELAWNEY.—The lode in the 42 ft. level, south of the shaft, is 2 1/2 ft. wide, and worth 22 1/2 per fm.; in the same level, north, it is 4 ft. wide, and worth 20 1/2 per fm. The lode in the 32 ft. level south is 3 ft. wide, and worth 3 1/2 per fm.; in the same level north it is 3 ft. wide, and worth 20 1/2 per fm. The lode in the winze, under the 22 ft. level north, is 1 1/2 ft. wide, and worth 12 1/2 per fm. The lode in the 12 ft. level north is 3 ft. wide, and worth 15 1/2 per fm. Trelawney's shaft is 30 fms. below the surface; we have not made much progress here since last reported, in consequence of our having been obliged to timber several fathoms of the ground sunk through before; we have now resumed the sinking by eight men, and have favourable ground for sinking. Our 22 ft. level cross-cut is driven under the shaft; our parcel of ore, computed 121 tons, was sold, on the 26th ult., to Messrs. Newton, Keats, and Co., for 151 1/2 s. 6d. per ton.—P. CAYRO: Dec. 7.

FOREIGN MINES.

ALTEN MINES.—The following is the mining report from 1st to 24th Oct.:—**Haiqua.**—The result of my survey at this mine, points out the immediate necessity of adopting a different system from that latterly pursued in prosecuting the workings to the north-west of the old mine, and in the immediate vicinity of Labouchere's lode; and by reference to the accompanying list of settings for the present month, it will be perceived that arrangements have been made for effecting a more direct communication with the surface, by which the cost of clearing the several workings will, in proportion, be considerably lessened, and enable us to employ a greater number of hands on productive labour, than we have hitherto been able to do. The new shaft from the surface will intersect Labouchere's lode at the adit level, and will immediately afterwards be continued towards the 10 ft. level cross-cut, which will connect the old with the new mine, and both ventilate and drain the whole of Labouchere's lode. The shaft has already made unusually favourable progress, and the ground, although in the fast greywacke formation, is extremely favourable; 5 fms. have already been sunk, and 2 fms. have been risen from the adit; and by the end of next month, we hope to form a direct communication from the surface to all the shallow workings. In addition to this work, we have driven a cross-cut 3 fms., and holed with the old shallow adit, and now propose to connect another part of the mine, where a new lode was found last spring, with the new perpendicular shaft, by means of the same cross-cut, which will require to be driven about 7 fms. towards the north. From the great number of bargains, which, in the present month, are of necessity, working in dead ground, the produce will be less than formerly; but as the falling off will be but temporary, and the ultimate advantages that will accrue on the completion of the present undertaking are so obvious as not to admit of a doubt, the increase in produce hereafter may be expected to fully compensate for the present temporary deficiency. Labouchere's lode continues to present unusually favourable prospects, and as soon as the new shaft is holed, we shall immediately extend levels for developing its resources at a deeper level. Another place to the south-east of Labouchere's, and near shaft No. 1, where we have been working for some months past, with variable success, has now developed itself so considerably, as to lead us to suppose it to be another new lode; and if so, it will undoubtedly contribute in a great degree towards the permanency of your establishment—in my next, I hope to be able to speak more decidedly respecting it. The general prospects at this mine, have not been so flattering as at present, for many years past; and the shareholders have every reason to congratulate themselves on the great improvement that has taken place in this part of their extensive mineral properties, and at a time when most required.

United Mines.—The favourable indications alluded to in my last report, continue equally good, and all the workings are progressing satisfactorily. We have made an experiment on some of the old stulls in shafts A B on tribute, and the result holds out hopes of being able to give profitable employment to several hands during the winter.

Ryper's.—The level continues poor, and, without some change for the better, will be discontinued by the end of the month. The stopes yield small, but good, returns. Next month we propose exploring the lode under the present level.

Mancur's.—The present can only be a reiteration of my last report; both the prospects and produce are variable, but not deteriorated. The lode is not yet cut in the new winze, but we are in daily expectation of meeting it. In the adit level, the lode has experienced two dislocations, by heaves about 2 fms. apart; at the point of intersection with the last cross-course, it dwindled to a mere thread, but is again increased, and improved in quality. The stopes yield the usual regular returns.

Quenry.—The workings are suspended this month for want of hands, since the smelting has commenced. The prospects are good, and as soon as a few men can be spared from other work the level will be resumed.

New Lodes.—The lode between Mancur's and Ryper's is large, but returns a comparatively small quantity of ore; that above the old mine continues favourable.

A circumstance almost unprecedented at this season, is the unusual mildness of the weather. The sharp frost, which set in about the first of the month, was of short duration; the thermometer has since been ranging from 42° to 45° Fahr. A stream of water, sufficient for driving the whole of the machinery, is now flowing from the mountains; and we have availed ourselves of the opportunity of crushing, and returning nearly the whole of our present and former month's produce to the smelting-house. This circumstance, however, is too precarious to risk the working of the stamps and separators, for the sake of returning 15 or 20 tons of ore extra. In the event of a sudden frost setting in, whilst the machines were at work, the damage to the wheels, &c., would amount to more than the value of the produce that might be obtained. By the accompanying comparison of ore estimates and returns to the smelting-house, for the six months, ending 30th Sept. last, it will be seen, that the actual produce amounts to 65 tons copper, being nearly 10 tons more than the estimate, and an increase of 10 tons fine copper on the results of the preceding six months' operations. A great part of this excess may be accounted for by the return of halvans from the United and Old Mines, and which was not included in the estimates—these being formed on the actual produce of the lode, or as near as can be determined by the result of the month's operations.—S. H. THOMAS.

ANGLO-MEXICAN MINES.—Guanajuato, Oct. 26.—Immediately after the dispatch of my last letter, I descended the mine of Asuncion, and inspected the operations there—but saw, with no small degree of regret, that the clavo in Casimiro was on the wane; nevertheless, it is my opinion, that, but for the fear the workmen entertain of the impress for soldiers, we should still have had a profit out of the week ending the 17th inst.; instead of that, such is the general alarm and disorganisation, that the men are mostly in hiding places—and the result is, a loss on the week's operation of \$332 4.

Week ending	Memoria.	Sale.	Profit.	Loss.
Sept. 26	\$1014 5 10	\$3005 5 0	\$488 0 8	—
Oct. 3	809 6 10	3668 7 0	1024 4 7	—
10	859 2 0	1659 6 0	—	\$29 3 0
17	917 6 8	1170 4 0	—	332 4 5
Loss.....		\$1512 5 3		\$361 7 5

Profit on the four weeks.....\$1150 5 10

Total cargoes sold, 1140, at the average price of \$8 1/2 per carga: thus, both in quantity and price, it has gone down—and justly so, with regard to the latter—the ore being nothing near so good as in previous months.

Sirena is as bad as it can well be, and I have agreed to remit to Mr. Parkman the rent of the weeks that may turn out unprofitable. Indeed, as regards that, I fear there will be few weeks hereafter with any profit at all; but I have reluctantly consented to this measure, rather than have the mine thrown on our hands, and so be compelled to keep up the amparo ourselves.

Finance.—The usual statement accompanies this, showing an asset of \$49,742 The remittance of \$25,000 left San Luis Potosi on the 16th inst., for Tampico, but will not save the present packet.

BOLANOS MINES.—Zacatecas, Oct. 15.—I have the honour to reply to your secretary's favour, 1st August. In regard to your remarks about our different mines, I must refer you to my report below.

EL BOTE MINE.—The results of the past month have been very satisfactory; the ore raised 5571 cargoes 6 arrobas, and, supposing it to average 7 mcs. per monton, at \$4 per carga, is worth \$22,287; the total mining costs, including extensive surface buildings, malacate, &c., and tutwork underground amount to \$11,882—hardly more than one-half; and the profit may be estimated at the other half—a result which was never obtained in the Veta Grande, notwithstanding the great richness of those ores. The result of the present month will be still better; for, at the present rate of extraction, we may expect a raising of 8000 cargoes in the month (five weeks), with a less than proportionate increase of expense. I have little to say in detail of our workings underground. The west end of Guadalupe is still our most productive part; the end is carried about 12 varas wide in ore, but this week a horse has appeared in the middle of it; the two upper ends, to the west, are carried about 5 varas wide, also in ore. The east end of San Antonio continues in ore, but not quite so steadily as the others; but the most satisfactory event underground is, that the east end of Guadalupe has become productive—this bargain having been for three weeks in ore; it also is carried 5 varas wide, outside of which, if there is vein, it is barren. I am pushing this end as much as possible, so as to meet the new shaft, if possible, when it is down at this level; but, hitherto, the ground has not favoured us, and we gain only 1 vara to 1 1/2 vara weekly. The new shaft of San Genaro has been commenced, and is now down about 12 varas; it is situated just in the middle of the sett of San Eligio, about 30 varas nearer to the lode than the shaft of San Fernando is.

SAN CLEMENTE SETTS.—These mines will no longer cover their expenses; and it is very likely I shall make up my mind to deliver them to their owners, rather than support continued losses. The west end of La Luz has continued

quite without promise, and the bucones have been occupied only on pigados and old clearings.

SAN FRANCISCO DE PAULA MINE.—The feed of water, advised in postscript of my last, has continued with little diminution; the water rose in one shaft considerably above the third cross-cut, and we were compelled to suspend the bucones, so as to leave all the three malacates for drainage. It took two weeks to lower it below the cross-cut; but the water is still too strong to permit our resuming the sinking of the shaft; we, consequently, are content to keep it below the third cross-cut, so as to be able to drive this work, and to work our malacate for a few hours occasionally, to raise the ore broken in four tutwork bargains, which have been producing about 70 cargoes weekly of about 12 mcs. These bargains are—1st, a winze in south cross-cut, No. 2, of our second level, on San Miguel lode, which has been very productive of good ore, and has opened a reserve; the bottom of the winze is now poor.—2. The winze of San Miguel, from the same level, which has continued in good ore, though not so abundant.—3. The winze of Buen Suceso, which, for the last fortnight, was abundant in rich ore, but is now in complete borrasca.—4. The winze of communication to the third cross-cut, which has been holed this week, went down in ore, and has opened ground for breaking carga; the footway being now open down to the third cross-cut, we shall be able to work on a number of places in good ore, as soon as we have another malacate ready, or the water diminishes.

CELESTINA MINE.—The results of this mine have been very satisfactory; since the last four weeks, we have had from 20 to 30 perados de busca by day, and from 8 to 12 by night; and they have broken an average of 100 cargoes weekly for the company's share, and the quality of this ore has greatly improved—so that I expect the next fortnight will not give less than 25 mcs. per monton. The bucones work altogether in the rise, and the bottom of the Mayorazgo level, and mostly in the roofs; besides them, we have a tutwork bargain in the east end of 64 vara level, beyond the communication with Celestina winze, which produce some ore of 10 mcs. to 12 mcs. I have opened the following tutwork bargains:—North end of Entrésuelo, on Mayorazgo lode, which contains a narrow thread of good ore; this work is under the bottoms of the Mayorazgo level, which have been so productive; and, although they became poor as they increased in depth, the lode well deserves this trial: second west end of same level, on Celestina lode, which has been driving with little promise hitherto. As the north end of Mayorazgo, which has been constantly rich, is now in want of ventilation, I have determined to open a pit from the surface; and, as this can be done, when the back of the level will come very near the grass, the expense will be small; the work will be commenced next week. Since the mine is now leaving a handsome weekly profit, I have further determined to resume trials at the 100 vara level, provided this can be done without an increase of malacate expense; next week, we shall clear out the sump of the shaft below that level, and put a bargain in the rise to meet the winze from the 64 vara level; and if the malacate can do any more work, I shall open an end also to the east.

P.S.—Oct. 20.—The feed of water in San Francisco has slackened greatly, and it is now kept by two malacates, and bargains have been opened on the ore in the third cross-cut. A torta of 60 montones of Celestina ore in the hacienda has just been assayed 25 mcs. per monton.

Statement showing the General Results of the Mines and Haciendas in the Zacatecas District, exclusive of El Bote, for September:—

Mines.	Profit.	Loss.
San Clemente Mine	\$2118 7 7	—
San Nicolas	2101 6 1	—
Malacate	979 1 0	—
San Rafael	7762 1 4	—
Loreto	82 6 0	—
Celestina	\$135 6 6	—
Disputed ground	—	165 0 5
Haciendas	1669 3 0	—
Profit	\$1835 1 6	\$1379 7 4
Deficiency	—	1,835 1 6

PACHUCA MINES.—Oct. 28.—Our prospects in this district are beginning to improve.

Rejona.—At San Miguel we continue to meet with occasional stones, of good quality, but the mass of the vein is too poor to pay for returning, but the whole contains a low ley of silver. The shaft is now 76 varas deep, and at 80 varas we shall commence driving a level west.

Esperanza.—The lode in San Guillermo shaft is a promising one—a sample assayed 28 mcs., but ore of this quality is very scarce; the inferior class assays about 4 mcs. per monton. The shaft is now 24 varas deep.

Guadalupe.—San Pedro shaft is still looking promising; and, although the ore is not abundant, it is of a superior ley for this district. There has been sunk during the month 34 varas, which have yielded 273 quintals of ore, assaying from 9 to 35 mcs. per monton—the average being about 18 mcs. We have on hand, from this mine, 64 cargoes of metal. When the top part of the shaft is completed, the malacate erected, and the 70 vara level commenced, we shall then begin increasing the returns.—Expenditure in Sept., \$1382.

REAL DEL MONTE MINES.—Mieral del Monte, Oct. 28.—I sent you by last packet a statement, showing the results of Mr. Spangenberg's new patent beneficio, compared with the barrels in Sanchez hacienda for five months. I have been for a long time past considering the subject of enlarging the establishment for reducing ores by this method; but, Mr. Spangenberg wishing to proceed cautiously, always expressed a desire to defer it. In his letter of this date, however, he speaks with more confidence, and I think the time has now arrived when we may venture to do so. I approve of the suggestion of the directors, with respect to removing this establishment to Regia, where there is more grinding power; this, however, cannot be done very quickly, as it will require time to build calcining furnaces, make and fix the tinns in their places, &c.; artisans, particularly masons and carpenters, are scarce. At Sanchez hacienda, the new water-wheel, and eight of the new 16 barrels, with all the machinery, are completed. In the erection of this establishment, Mr. Artha very properly left space for 12 barrels; and now he tells me he considers the power of the wheel equal to work the whole 24, at least seven or 8 months in the year; and this number (as it will cost a very small additional amount) I intend having erected. At present, there will be only 12 at work, which will reduce 6 montones per day; before the end of the year, there will be 20 at work, which will reduce 10 montones per day, or 700 cargoes per week; and before the end of February, I hope to see the whole 24 at work. The fauna of this hacienda has of late been rather heavy; but all the work has been exceedingly well put out of hand, and will very soon amply repay us for the outlay. By Capt. Rabling's letter to Mr. Taylor, of the 24th instant, you will observe that the labores of San Enrique and San Pablo, continue much the same as described in my letter of last month—the produce of which, during the last five weeks, amounted to 390 cargoes of smelting ore, assaying 120 mcs. per monton, and 1100 cargoes of azogue, containing a ley of 14 mcs. to 15 mcs. per monton. The most interesting part of these workings is the San Pablo winze, below the Santiago level, which has reached a depth of 5 varas; and it is satisfactory to observe, that the ore continues good at this depth. The water, which has hitherto been drained by peones, working a 5-inch hand pump, is becoming troublesome; we propose, therefore, to replace it by a 7-inch lift, which will probably allow us to go about 3 varas deeper; in the meantime, we are making preparations to fix the flat-rods in San Juan level to be connected to Dolores engine, to work a larger lift, and which I trust will enable us to sink in this place 30 varas or 40 varas. In the San Andres level, north of Dolores, we have been lately cross-cutting the vein west, where we expect to find the ground easier; the water in this place has lately been increasing, but has not yet had the effect of draining the bottoms below the Avadero; in the latter place, however, it has evidently abated, and I trust shortly will entirely disappear. In the workings above the Avadero, in the vicinity of San Eduardo rise and Santa Clara winze, the lode continues just as usual; the quantity of azogue is somewhat increasing.

In Santa Ynez, the 53 vara level, north of San Vincente shaft, continues in a productive vein; the last 4 of a vara driven produced 20 quintals of azogue, and 1 1/2 of smelting ore—the latter assaying 135 mcs. per monton. In the laborio, above the adit, nothing new has occurred since my last. The adit driving north is in hard ground. At Acosta Mine, both the engines have been kept working to their utmost extent of power—the larger one going at the rate of 12 1/2, and the smaller one 14 strokes per minute; yet, notwithstanding, throughout the month, we have not been able to lower it below the back of the Avadero level; all the principal workings, therefore, on the La Luz vein have been inundated. The consequence is, the produce of ore from this part of the negotiation, has been reduced from between 5000 and 6000 quintals per month, to little more than 2000. This fact alone will, I think, be sufficient to impress you with the importance of allowing no delay to interfere with the completion of the new engine. You will notice, in Capt. Rabling's letter, a description of San Antonio level, driving west on the Bajeros vein; this place is at present a very promising one; and as the vein west of this point has not been touched for some thousands of varas in length, there is reason to hope we may find a great deal of ore as we proceed. At Rosario, the prospects since I last wrote, have somewhat improved. In the Santa Nino level, driving east, there is a branch of ore, about 6 in. wide, of blue metal, containing a ley of about 80 to 100 mcs. per monton, accompanied by a small quantity of azogue ore, of about 15 mcs. per monton; 5 cargoes of smelting ore were raised last week. The raising of azogue, in the upper part of the mine, have lately amounted to about 200 cargoes per week, which assay, on an average, 9 1/2 mcs. per monton. The actual hacienda produce for last month, came up to 8 mcs.—so that when we have an increased hacienda power, to enable us to reduce a larger quantity, I trust this mine will do very well. September returns amounted to 50 bars, \$61,683; costs, \$58,890—profit, \$2793. For this month I expect a profit of \$17,000 or \$18,000. I enclose a bill on London for 20000, and in the next two months I hope to remit \$2000, more.

UNITED MEXICAN MINES.—Guanajuato, Oct. 25.—**Mine of Rayas.**—I enclose Mr. Glennie's usual monthly report. The unusual height to which the water in the mine has risen this year has impeded some of the workings, and the disturbed state of the country having driven many of the workmen from their labours, from fear of being seized for soldiers, has contributed to reduce the produce this month. I annex statement of produce and outlay for the last four weeks:—

4 wks. end.	Picked ores.	1 amt. sales.	Outlay.	Excess of Outlay.
Sept. 19.—Cs. 1883	\$8,907 1 0	\$14,993 0 4	\$8085 7 4	—
Oct. 17. „ 2003	6,551 6 4	13,935 2 7	7383 4 3	—
Cs. 190	\$355 2 4	\$1,057 5 5	\$703 3 1	—
Increase.	Decrease.	Decrease.	Decrease.	—

Remittance.—I beg your reference to my correspondence with the San Luis agents upon the subject of the conducta, of which I advised you in my last. The opposition made by Santa Anna to its departure from that city, for no other purpose than to keep the money within his reach, continued just long enough to prevent its shipment by the present packet, when he allowed it to depart. It left San Luis on the 16th inst., with every prospect of arriving in Tampico in perfect safety, and with nothing to fear but the measures of the Government.

Quicksilver.—The 80 bottles shipped per *Severn* have arrived in Guanajuato. The amount of invoice of the 80 bottles per steamer *Forth* is carried to the credit of account; I fear that I shall not receive either that or the shipment per *Tweed*, for two months to come, although the Americans oppose no impediment to their being landed.

Report on the State of the Workings of the Mine of Rayas.
La Purisima.—A small quantity of ore is produced from the several old workings that are being partially cleared, to allow the bucones to proceed in their operations.

San Lorenzo.—On the north-west side of these workings, by the side of the road to the bottom of the mine, some ores of good quality have been met with during the last month, and also in an end below the entrance to San Juan Bautista. The eight pairs of barmen are employed in these two points, whilst the interior parts of the workings are being repaired with dry walls, to give proper security to the upper part of the lode.

San Cayetano.—From various parts of the pit of San Pablo some bunches of rich ore in small quantities are being extracted, which give a little smelting ore. Two pairs of barmen are employed by day only in this point, and four pairs are also very profitably employed in the upper part of San Cayetano, in throwing down a fair quantity of ore of good class.

Santa Cecilia.—Since the last report, 383 varas have been driven in this work of investigation; the lode has become very hard again, and contains more quartz than has hitherto been met with.

San Miguel.—The pit of San Dario has contained rather ordinary ores for some time past, and is now on the point of being communicated with an old working below it, which circumstance is alluded to in the report of July last. In following up the working of San Pedro, the cross-cut of Espirito Santo has been reached; and in the end to the south-east of this cross-cut, a small quantity of good ore in threads and bunches is met with. Twelve pairs of barmen are employed by day, and an equal number by night.

Santo Toribio.—687 varas have been driven in four weeks. The lode is rather hard, and there is otherwise nothing that calls for particular remark on the present occasion. In the end narrow streaks of quartz are found, which contain some appearances of ore. The water in the great shaft and lower part of the mine has risen to a greater height than in any former year; but it is probable that some impression will soon be made upon it, as it does not now continue to rise. There is no variation in the points worked on joint account by bucones. The exceedingly low sale last week was owing to a scarcity of workmen, caused by the universal levy of soldiers at present going forward; and, for the same reason, the memoria was proportionably low. In the produce of ore there are included 100 cargoes, the sweepings of the patio of Santa Rosa.—G. R. GLENNIE.

CALLINGTON.—We have been favoured with a statement of the accounts of the above company for three months ending September last, which are as follows:—Balance from last quarter, 441 16s. 3d.; three months' costs, 4894 9s.; management and directors' attendances, 117 10s. 5d.; together, 5056 15s. 8d. By ores sold, 5966 15s. 2d.; old materials, 1071 11s. 8d.—6074 6s. 10d.—leaving a balance in favour of the company of 1017 11s. 2d., in addition to which there is the reserve fund, 201 11s. 1d., and copper ore on hand, 1007.

CARADON CONSOLS.—A meeting of adventurers was held on Tuesday, the 1st inst., when the accounts to the end of Oct., having been examined and approved, were allowed and passed. A call of 21 per share was made, to meet the existing balance, and for the further prosecution of the mine, to be paid immediately. Messrs. Lyne and Peter were instructed to apply to those persons in arrears of calls, for the payment of such arrears within three weeks from this date; and that they proceed against all who are in default after that period.—The statement of accounts showed—Balance against the company, 17th Sept., 442 5s. 9d.; August cost, 149 6s. 9d.; Sept., 140 13s. 11d.; Oct., 178 2s. 2d.—910 7s. 7d.—By arrears of calls previous to 17th Sept., 591; on account of call made 17th September, 412 10s.—471 10s.—Leaving the balance against the company, 488 18s. 7d.—The following report from Capt. James Clymo was read to the meeting:—Since our last meeting we have driven the 37 ft. level north, and cut the middle lode, and though it was small and poor contiguous to the cross-cut, yet by extending east about 9 ft., it is considerably improved both in size and also in appearance, being now about 1 ft. wide, composed of copper, can, and peach. As we had a large lode east of the engine-shaft in the level above, we expect a still greater improvement here. The 37 ft. level is driven south towards the main lode about 5 fms.; the ground at present is hard; according to the regular underlay of the lode we have about 4 fms. more to drive, which will be done in about a month. The winze sinking below the 15 ft. level, where we had a good lode for some fms. in depth, the lode is about a foot wide, composed of fine stones of copper, with fluor-spar and some peach. The lode at the north engine-shaft is about 2 1/2 ft. wide, in free granite, composed of gossan, quartz, and prian.

CONDURROW.—At a meeting of adventurers, held at the mine, on the 5th inst., the accounts were presented, showing:—Labour cost for October and November, 509 2s. 9d.; merchants' bills, 140 11s. 1d.; E. W. W. Pendarves, Esq., dues of ore sold, Oct. 1 (1-20th), 237 18s.; balance due to pursuer end September, 21 14s. 11d.—676 6s. 9d.—By ore sold Oct. 1, 478 2s. 9d.; tin-stuff, 80 1/2; sundries, 11 5s.—Leaving balance now due pursuer, 116 19s.—It was resolved, that the accounts, having been seen and examined, be allowed.—[The prospects in this mine, we are informed, were never so good as at present. The rise from the deep adit, the 10 fathom end, and the bottom level in the old mine, are very rich, whilst the 40 ft. level is worth 30 1/2 per fm. for tin.]

EAST WHEEL CROFTY.—At a two-monthly meeting, held on the mine, on the 24th ult., the statement of accounts was examined and passed; it appeared that the cost for September and October was 2822 8s. 10d.—By ore sold, 3824 12s. 6d.; discount and tributers' debts, 321 7s. 8d.—3857 10s. 2d.—showing a profit of 1034 11s. 4d.; to which add balance in hand end of Aug., 3167 2s. 3d.: makes 4201 13s. 7d.; from which deduct dividend, 940 1/2—leaves balance in hand of 3261 13s. 7d.

EXMOOR WHEEL ELIZA.—At a meeting of adventurers, held at Tavistock, on the 3d inst., J. L. COLLEY, Esq., in the chair, the accounts, showing a balance in favour of the company of 531 13s., having been audited, were passed. Captain Pryor reported:—That since the last meeting the lobby had been brought up to the wheel-pit; the wheel-pit sunk, and the cross-cut driven, by which means the north lode had been intersected, being about 18 ft. wide, composed of gossan, mudic, and copper; that the leats to the wheel-pit had been commenced; a part of the machinery at the mine, the smith and carpenter's shops, and account-house completed.—It was resolved, that Capt. Pryor get the wheel in its place, and in work as soon as possible, in order that the shaft on the southern lode will be again sunk.—A call of 10s. per share was made.

GENERAL MINING COMPANY FOR IRELAND.—The half-yearly meeting of this company was held at their offices, Burgh-quay, Dublin, on Monday, the 7th inst.—THOMAS J. QUINSTON, Esq., in the chair.—The SECRETARY read the requisition convening the meeting, and also a report, which was unanimously adopted. A statement of accounts was also submitted.—On the motion of R. O'DONNELL, Esq., seconded by T. TUTE, Esq., it was agreed that a sum of 2500 l. a year should be allotted to the directors for the past year.—It was also directed that the directors be requested to take, without delay, the most prompt measure to enforce the payment of the outstanding calls.—A vote of thanks was then passed to the chairman, for his dignified conduct in the chair, after which the meeting separated.

HARROWBARROW OLD MINE.—A meeting of shareholders was held at Plymouth, on Wednesday, the 2d December, at which the committee of management presented the following report from Messrs. E. Prior, W. Atkinson, and W. Pope:—The committee appointed at the last general meeting report to their co-adventurers that, in pursuance of the views of the meeting, they have forwarded the erection of the machinery for stamping the tinstuff, the whole of which have been delivered on the mine, and the steam-engine, which had been temporarily stopped to allow the attachments, is again in full work. The process of stamping will commence in a few days, and the produce placed on the market at the very earliest opportunity, in order to realise at the present high prices, and to lessen the mine costs. The committee met Mr. Brunton at the mine, on the 26th Sept., and agreed with him for the use of eight of his patent belts, and the erection of four, which are now just completed. His process has been found most advantageous at Birch Tor and elsewhere. But little has been done during the past quarter to develop the copper lodes, as it was deemed desirable not to exceed our usual expenditure for labour. Your committee have availed themselves of the services of Capt. Edwards, as superintending agent at a salary of 30 l. 3s. per month; Capt. Kneebone's services, in consequence of the above arrangement, have been discontinued. They congratulate the shareholders on the state of their share list, the entire ar-

years—after forfeiting the shares held by one adventurer, holding four shares—amounting only to about 82l. They recommend a call of 1l. per share be made, which they venture to hope will be promptly responded to. The pursuer in account with cash:—By balance Sept. 3, 45l. 6s. 10d.; Aug. cost, 425l. 9s. 1d.; Sept. 1897, 16s. 6d.; Oct., 565l. 8s. 10d.; 1295l. 14s. 3d.—By cash from Naval Bank, 169l. 3s. 9d.; cash received, 800l.; cash from the Harrowbarrow Consols adventurers, on account of engine services, 21l.—Leaving balance now due pursuer, 245l. 10s. 6d.—It was unanimously resolved, that a call of 1l. per share be made, payable immediately.—[We have heard it stated, that some months since a bunch of silver ore was discovered in driving the adit level, which was smelted and sold; our information went on to state, that a private gentleman became a purchaser of one parcel to the amount of about 100l.—whether false or correct, we are not aware; but give this intimation, that the agents may have an opportunity of contradicting the assertion if incorrect, and removing any unfavourable impression which such a statement may have. It is true we have looked in vain for an account of such sales being carried to the credit of the company. Some of the London shareholders have also expressed their regret that Capt. Edwards's report of the mine has not been given in the circulars sent them, or published in the Journal.—Since the foregoing was in type, we have been requested by a valuable correspondent to answer the following question:—"By what right or authority has a managing committee the disposal, or rather dismissal, of an agent after his appointment by a special general meeting?" We should say none; if an agent be appointed by a general meeting, we should think that a general meeting only could dismiss that agent, unless such a meeting gave the power to the managing committee.]

NANTHERROW CONSOLS.—At a meeting of adventurers, held at the mine, on Friday, the 4th December, (J. J. BICKFORD, Esq., in the chair), the statement of accounts was presented, showing balance from last August, 617l. 18s. 9d.; labour cost for August, September, and October, 333l. 2s. 2d.; merchants' bills to end of October, 174l. 16s. 11d.; total, 1125l. 17s. 10d. By call of 4l. per share, made 11th September, on 168 shares, 672l.; ore sold (less lord's dues, 9l. 19s. 6d.) 169l. 7s. 5d.; leaving balance against adventurers, 284l. 10s. 5d. It was resolved that, for the further prosecution of the mine, a call of 3l. per share be made, and immediately collected; also, that application be made to Captain N. Vivian, to value the materials for the adventurers, and to meet any party who may be chosen by the relinquishing adventurers for the same purpose. It was resolved, that Mr. Ben. Sampson, having taken no notice of any application to him for payment of the last call on his shares, amounting to 32l., Mr. Yewens be instructed to write to him for the payment; and at the same time to intimate to him, that, unless he immediately pays the amount, the pursuer will be under the necessity of proceeding against him in the Vice-Warden's Court: that the pursuer be requested to apply to all adventurers in arrears for immediate payment of their calls; and to inform them that, unless the amount be paid within 10 days, the committee will instruct proceedings to be commenced in the Vice-Warden's Court. It appears that upwards of 600l. are now due to Messrs. Harvey and Co., for the engine: the adventurers are, therefore, urgently desired to pay their calls without loss of time, in order that this debt be liquidated.

NORTH UNITED.—A meeting of adventurers was held at the mine, on Wednesday, the 2d instant, when the statement of accounts, showing a balance of 168l. 7d., due to the pursuer, was examined and allowed. Labour cost for July, August, and September, 256l. 19s. 2d.; carriage, 9l. 19s. 4d.; materials, 107l. 19s. 8d.; balance against the adventurers to the end of June, 169l. 11s. 4d.; call on six shares held on account of the adventurers, 24l.—total, 568l. 9s. 1d.—Received for sundries, 8s. 6d.; call of 4l. per 100 shares, made 12th August, 400l.; leaving balance against the adventurers, 168l. 7d. It was then resolved—that, to pay off the balance, and for the further prosecution of the mine, a call of 4l. per share be made. The agent's report having been read, it was resolved—that further operations on the south lode be suspended; and that the attention of the agent be directed to sinking the north shaft to the 90 fathom level, with a view of extending east, west, north, and south, at the junction there; and that, in the meanwhile, the levels at the 60 north, and the 75 east and west be continued. The following report from Capt. N. Hocking was read to the meeting:—"Since the last meeting of the adventurers we have sunk our north shaft 7 fathoms; about 2 fathoms above the present bottom, we intersected the north and south lode, which is from 3 to 4 feet wide, composed of iron and spar; the ground in the shaft is wet, and bad for breaking. Before we intersected this lode we had a very kindly lode in the shaft, from 15 to 18 inches wide, producing rich stones of grey ore; at present the lode in the bottom of the shaft is in a disordered state; it is now 10 fathoms below the 75 fathom level; we purpose sinking 5 fms. more before we commence driving; then extend levels east and west and north and south, from the junction. At the 75 fathom level west, the lode is 1 foot wide, composed of iron, spar, mudiic, and copper, but the quantity is small; this end is set for 5l. 10s. per fathom; as we go west, the ground is improving. The 75 fathom level east is now past the cross-course; the lode is in a confused state, and we expect will be so for a fathom or two more. The 60 fathom level north has much the same appearance as when last reported; ground favourable for driving, but have not cut any other lode as yet. The workings on the south lode have been suspended for a time, and it will be for the consideration of the adventurers whether we should sink the shaft deeper, or extend the levels further on this lode, seeing that we have driven levels from granite into killas, and sunk the shaft from 60 in killas to 80 in granite, without meeting with a stone of ore, or change of character in the lode, which is iron ore, with occasionally a small quantity of black oxide of copper, of no value whatever."

SOUTH MARIA.—A general meeting of adventurers was held on Thursday the 3d inst., at Webb's Hotel, Liskeard, at which the pursuer's accounts, from the commencement of the mine to the 20th Oct., were presented, deemed satisfactory, and allowed: the conduct of Mr. J. Secombe, as pursuer, was approved; but the present captain, James Chanhall, was replaced by Mr. George Francis, who is to receive 6l. 6d. per month, while Chanhall is to have employ on the mine, and 1l. per month additional.—Messrs. J. Tucker and T. Treagus were appointed auditors; Messrs. Chilcott, of Truro, and Willeford and Tucker, of Tavistock, the solicitors; and Messrs. G. C. Fox, J. Fox, and R. B. Fox, were added to the managing committee.—The deed is to be prepared and executed for the extension of the present term to 21 years, for the consideration of 50l., to be paid on its execution; and an additional 50l. before the 25th of March, in lieu of 50l. payable under the old lease on the first return of profits.—G. C. Fox, Esq., was in the chair.

ST. CLERE CONSOLS.—A meeting of shareholders was held at Liskeard, on Tuesday, the 1st Dec., when the accounts presented were examined and allowed, an abstract of which are as follows:—By balance in favour of company, Sept. 17, 58l. 9s. 4d.; call of 5s. per share, made Sept., 64l. = 122l. 9s. 4d.—Amount of August cost, 24l. 9s.; Sept., 22l. 14s. 3d.; Oct., 41l. 5s. 3d.—Leaving balance in favour of company, 34l. 0s. 10d.—Several shareholders having intimated an intention to relinquish their shares, it was resolved, that a circular be sent to each, inquiring whether he wishes to relinquish, or carry on, his interest; and that for the present all operations within the mine be suspended, and that a call of 10s. per share be made, to discharge present liabilities; and the meeting was adjourned to Tuesday, the 22d inst., to receive the reply of the several shareholders.—The above account is made up, assuming that all calls, &c., to that period are paid, whereas the arrears amount to 46l.; it is, therefore, intended, in the event of the majority of shareholders being disposed to make a further trial of the sett, to enhance the proportion of such holders to the extent of the relinquishment.

WEST WHEAL FRIENDSHIP.—A meeting of adventurers was held at the Bedford Hotel, Tavistock, on Wednesday, 2d December, when the following resolutions were passed unanimously:—"That the accounts, having been presented by the pursuer, be referred to Messrs. Phillips and Wilks, to be audited.—That Capt. Prout's report be received and printed, and sent to the shareholders; and that the shareholders who are in arrears of calls, be proceeded against legally, without delay.—That Capt. Prout be requested to get a 12 in. lift of pumps.—That Capt. Prout continue the south end 6 fms., and then call a committee of management to inspect it.—That a call of 20s. per share be made, to be paid immediately.—The following report was then presented from Capt. J. Prout:—Herewith I beg to hand you the following report of West Wheal Friendship Mine. Since our last meeting, we have driven 6 or 7 fms. on the north lode at the adit level, which is chiefly composed of mudiic; this level has been abandoned since Capt. Secombe's report. We have driven the cross-cut south under the great gossan lode, as recommended in his report, on which we have driven 6 fms.; the ground has been very favourable. We have now cut a branch of spar in the level underlying south; the ground has also changed its underlay from north to south, and a great quantity of water issues. I have pleasure in saying, the ground altogether now presents a very improved appearance. We have driven our cross-cut north, at the bottom of the engine-shaft, 7 fms., and have cut the lode, which is from 9 to 10 ft. wide, underlying about 34 ft. in a fm.; the lode is composed of mudiic, peach, spar, and killas, with spots of copper on the south wall. The change from the adit level, on the same lode, to the 33 fm. level, is such as to warrant my saying, it holds out greater inducements for further prosecution than anything I have before seen. I am sorry to inform you, that since we cut the lode in the 33 fm. level, the water is more than we ever anticipated from the lode. Our present lift of pumps is not large enough to keep the water, consequently, I should propose putting in a 12 in. lift, our present lift being only 8 in., but our present lift will answer for future sinking; the loss will be comparatively small, but will cause a little delay.—[It would have been more satisfactory to distant shareholders, had an abstract of the accounts been furnished with the above report of the meeting—for assuredly, if the one be interesting, to know how the money is expended must be equally so.]

WHEAL BLENCOWE.—A meeting of adventurers was held at the mine, on Tuesday, the 1st of December. After the usual preliminaries, the pursuer presented the accounts, showing—Balance due to pursuer at the meeting held 7th July, exclusive of arrears of calls, 214l. 10s. 10d.; cost for June, 170l. 13s. 6d.; July, 189l. 6s. 6d.; Aug., 198l. 7s. 11d.; Sept., 189l. 17s. 8d.; Oct., 210l. 2s. 4d.; merchants' and other bills, 604l. 18s.; arrears of calls made 10th of March and

5th of May, 121l. 7s. 8d. = 1798l. 4s. 5d.—By call made on 7th July, 512l.—Tin sold July 31, 181l. 13s. 4d.; Sept. 2, 198l. 8s.; Oct. 2, 200l. 14s. 9d.; Nov. 6, 176l. 9s. 8d.—less lord's dues, 46l. 15s. 9d. = 660l. 9s. 11d.—Leaving balance now due to pursuer, 620l. 14s. 6d. The above statement of the financial affairs of the company meeting the general satisfaction of the adventurers present, it was resolved, that the accounts, showing balance due to pursuer, of 620l. 14s. 6d., having been seen, are allowed, and that a call of 2l. 8s. 8d. per share, be made, to pay off the same.—It was also resolved, that the pursuer be empowered, and he is hereby authorised, to take legal proceedings immediately against those shareholders, who are in arrears with their cost.—Subsequent to the above meeting, the pursuer had furnished the following statement of the affairs of the company, which must prove interesting, as well as courteous, to all distant adventurers, who are precluded attending the meetings, which, if universally adopted, would create more confidence and satisfaction generally.—"I beg to hand you above a statement of account for the five months ending with Oct. last, seen and allowed yesterday, at the meeting of adventurers, in Wheal Bleencowe Mine, also a copy of the resolutions then passed, relating to the call now made, and to the arrears on former calls. Conformably with the resolutions passed at the last general meeting, legal proceedings have already been commenced against some of the defaulters, and the result has been, that a few have paid up their cost, and if those adventurers who are still in arrears do not immediately remit the amount due from them, together with the law charges, if any, already incurred, the prosecutions will be carried to extremities against them without delay. For the information of those adventurers who were unable to attend the meeting, I beg to state, that the large water-wheel of 38 ft. diameter is now erected, and it is hoped that the pitwork will be completed, so that the wheel may be set to work by the 1st of January next. It is the opinion of the agents, that this wheel is of sufficient power to drain the mine at a depth of 70 fms. (50 fms. below the present deepest level). The wheel now used for drawing water will, when the large wheel is at work, be used for working stamps, by which a considerable saving will be effected, as some of the tinstuff has at the present time to be taken upwards of a mile to be stamped. Of the 504l. 18s. charged as merchants' bills, &c., nearly 380l. is for pitwork and materials, connected with the erection of the large wheel; and as those materials were generally purchased on very advantageous terms, they may be considered to be at any time nearly worth the amount paid for them. Although the wheel and works and materials connected with it will have cost the adventurers nearly 800l., yet the advantage of having a wheel of such power must be obvious to any person at all acquainted with the expense attending the working, to say nothing of the first cost of a steam-engine, which, for such wheel, would be absolutely necessary. As the underground operations must be suspended for about three weeks, to enable the fixing of the new pitwork, the returns of tin for the next month or two will necessarily be interfered with, at the same time the monthly cost will, for the same period, be less than it has been; but soon after the resumption of underground operations the adventurers will, I doubt not, hear of increased sales of tin, with a comparatively diminished expenditure. It is gratifying to be able to refer to the marked improvement in the prospects of the mine, which improvement is most convincingly, as well as satisfactorily, shown, by comparing the sales of tin for the last three months, with those of any former period. The total value of tin sold for the four months of April, May, June, July, was 893l. 0s. 7d., and the cost for the same period (exclusive of merchants' bills), amounted to 736l. 18s. 8d.; whilst the value of the tin sold for the last three months—viz., August, Sept., and Oct., was 575l. 12s. 5d., which amount nearly equalled the cost, which, for the same period, was (exclusive of merchants' bills) but 508l. 7s. 11d. During the latter period, the tin has been raised on tribute, the highest price given for which, and that only in one instance, was 11s. in the 1l.—[We have occasionally received, through private channels, a brief report of this prosperously progressing little tin mine, and also seen an account of the tin sales; but we should be pleased to have an authenticated report periodically, and, as we are aware that there are several shareholders in London, it would prove gratifying to them (as well as the public) to learn what progress is making and the prospects of the mine. We have no doubt this hint will be duly responded to.]

WEST WHEAL MARIA.—A meeting of adventurers was held at the Bedford Hotel, Tavistock, on Saturday, the 5th of Dec.—J. H. HITCHENS, Esq., in the chair.—The pursuer read Capt. Rodda's report, and produced a statement of the accounts of the company. Mr. PHILLIPS reported, on behalf of the auditors, that they had examined the accounts, and, subject to a few alterations, had found them correct.—It was then resolved, that the accounts produced, and so audited, be passed (errors excepted) and paid; and that the thanks of the adventurers be given to the auditors for their attention, and that 2l. 2s. be paid them for their services and expenses.—A call of 1l. per original (or 1-2560th) share was declared, payable to Messrs. Harris and Co., of Plymouth, bankers of the company, to the credit of the mine, on or before the 26th inst.; and that notice thereof be given to each adventurer, as well as that no transfer can be made of any shares until the payment of the call now due thereon.—It was also resolved, that the two-monthly meetings of the adventurers be henceforth regularly convened; and that the next meeting be held at the Tavistock Hotel, on Tuesday, 2d Feb. next; and that copies of these proceedings, and Capt. Rodda's report, be printed and forwarded to each adventurer, with notice of the call—12s. 6d. per month is to be allowed for count-house expenses. The best thanks of the meeting were given to J. H. Hitchens, Esq., for his conduct in the chair.—The following report from Captain T. Rodda was read to the meeting:—"Since the last meeting, a whim has been erected at the engine-shaft, and the lift has been dropped from the 12 fm. level, under the adit, to the 34 fm. level, and the shaft is being cut down, cased, and divided to the 34 fm. level. The eastern engine-shaft has been sunk 7 ft.; the ore, which was first seen on the western end of this shaft, is now diffused through the lode, and is extending regularly along the shaft; the quality of the ore is much improved. The lode continues its size, being about 6 ft., with a south declination of 2 ft. in a fm., and the appearance of the mine is such as to lead me to expect the most favourable results from further sinking, which I recommend should be prosecuted with the greatest energy, as also clearing of the mine by the old engine-shaft, in order to get down to the deepest points of operation. You will find that the quality of the ore produced at your meeting to-morrow corresponds with much of the best ore now raising at the Great Maria Mine."

WHEAL HOLWELL MINING COMPANY.—A special general meeting of the adventurers was held, pursuant to circular, at the offices, 4 King-street, Cheap-side, on Tuesday, the 8th inst.—J. COULTHARD, in the chair.—The minutes of the meeting, held on the 10th ult., with those of the finance committee, and the circular convening the meeting, having been read, the CHAIRMAN briefly stated the objects of the meeting, which was to determine on the passing of the accounts for May, June, and July, cost amounting to 107l. 17s. 4d., or such portions as might be deemed proper; and also to make effective arrangements for the prosecution of the operations at the mine, which had been for the past few months suspended—whereupon a resolution was passed, authorising the committee to make such payments, on account of the cost-sheets submitted, as were approved; and that they be requested to make the necessary arrangements for working the mine effectually; and also to determine on the appointment of a pursuer of the mine.

WHEAL SETON.—The two-monthly account meeting, which was to have been held on the 8th inst., was unavoidably postponed to Friday, the 18th; but a dividend of 15l. per 1-99th share, which would have been declared on the former day, was paid on the 5th inst.

[FROM CORRESPONDENTS.]

GREAT WHEAL MARTHA MINE.—A curious discovery has been made in the mudiic of this mine, by analysis of an average sample—namely, the existence of cobalt; which, with the proportion of copper and arsenic, is likely to render this hitherto supposed useless substance available and valuable. The quantity of mudiic at the shallow levels is, we understand, enormous—being from 5 to 6 ft. wide, of the average richness of the subjoined analysis, made by Mr. P. N. Johnson, of Hatton-garden:—

Iron 27½ Cobalt 0l
Arsenic 36½ Sulphur 17
Copper 2½ Silica, &c. 16-100

THE VICTORIA TIN MINING COMPANY.—We have, in a former Number, noticed that the whole of the shares in this company had been allotted, and gave the report of Capt. Paul, who had been specially engaged by disinterested parties to inspect the mine, which was in every respect satisfactory; and the promoters entertain sanguine hopes, that this, and other highly favourable reports, will fall far short of what in reality the result of this adventure will prove. Numerous tin lodes are known to run through the sett, and active operations are in progress for ascertaining their real bearing and value, and which will be demonstrated at an early period.

WHEAL LOUISA.—At this mine, even at the adit level, rich stones of ore are produced, and an assay made by Mr. J. L. Jenkins, of Liskeard, produced 66½ per cent. for lead, and 35 ozs. of silver to the ton of ore. We are pleased to notice that a marked improvement has taken place in Wheal Louisa, the shaft is now down to the 20 fm. level, and the men are driving towards the silver-lead lode, which is expected to be cut in about 5 fms. At the south end of the sett, there is a copper lode, which has been cut in an adjoining mine (Wheal Aroose), the indications in which are of the most promising character, and presenting features which have hardly ever been known to fail of making copper in depth.

WHEAL BLENCOWE.—In the usual part of the Journal, in which the sales of ores are inserted, will be found the particulars of the first parcel sold from this mine on Monday last—the 36 tons produced 24l. 13s. per ton, and were purchased by B. Somers, Esq., Langford, near Bristol.

MARSHALL GREEN COLLIERY.—We learn, by the *Gateshead Observer*, that the opening of this colliery was celebrated by a sumptuous entertainment, at which Mr. E. Muschamp presided, and Mr. L. Pescott occupied the vice-chair; "prosperity to the new colliery," and other appropriate toasts, were done honour to

PRICE OF MATERIALS.

As Charged at the North United Mines, for July, August, and September.

MATERIALS.	JULY.	AUG.	SEPT.
Best London candles	5s. 2d. per dozen.
Best tallow per cwt.
Gunpowder	36s. 0d. "
Common iron	10 0 "
Glad steel	30 0 "
Coals	11 0	12 9 12 9 13s. in Oct. 11s. 6d. Nov.
Leather	1 3 per lb.
White yarn	6 4j
Norway balk timber	1 3

CORNISH STEAM-ENGINES.

The number of pumping-engines reported for the month of Oct. is 24—the quantity of coals consumed being 1884 tons, lifting, in the aggregate, 17,000,000 tons of water 10 fathoms high—the average duty of the whole is, therefore, 31,000,000 lbs. lifted 1 foot high by the consumption of a bushel of coal. The following have exceeded the average:—

Mines.	Engines.	Length of stroke	Load in pounds.	Coal per month on pit	Stroke per min.	Consumption of coal in bushels.	Million lbs. lifted 1 foot by consumption of 1 bushel coal.	Average quantity of water per min.
Wh. Prosper.	Western, 80-in.	9.7	88,096	14.0	4.6	3024	52.6	397.0
Ditto	Roberts's 70-in.	9.75	73,294	14.7	5.0	2364	58.9	166.0
Great Work	Leed's 60-in.	9.0	47,020	12.9	7.0	2243	52.2	—
Carn Bro	Sims's 50, 90 in. combined	9.0	42,291	16.7	3.6	920	59.5	—
Foldice	Sims's 85-in.	10.0	80,473	9.9	5.3	2776	37.2	390.0
Ting-Tang	Sims's 60, 100 in. combined	9.0	56,514	18.8	3.3	1384	54.8	236.0
United Mines	Taylor's 85-in.	11.0	97,108	15.5	5.4	3147	81.1	—
Ditto	Eldon's 30-inch	9.0	13,631	16.0	8.2	618	89.2	1149.0
Ditto	Loam's 85-inch	10.0	89,320	11.8	4.8	2825	38.0	—
Ditto	Hocking's 85-in.	10.0	99,242	14.8	5.8	4244	37.9	—
East Wh. Rose	Fenrose's 70-in.	10.0	47,783	11.1	2.9	1050	60.6	—
Ditto	Michell's 70 in.	10.0	52,516	12.2	3.1	2250	54.8	627.0

A Table showing the duty performed by Steam-Engines in Cornwall; also the average and highest Duty performed by the best Engines in each monthly report.

Yrs.	Highest Duty performed.	Name of Mine whose Engine gives highest duty	Average monthly duty of best Engines.	Average monthly duty of all the Engines reported.	No. Engines reported.	COALS CONSUMED.
						Av. No. of bushels of 94 lbs. per month.
1813	29.76	Stray Park	26.65	19.45	24	—
1814	35.0	"	32.0	20.53	29	—
1815	31.1	"	30.52	20.52	32	—
1816	40.74	Dolcoath	32.4	22.90	35	—
1817	41.2	"	41.6	26.50	31	—
1818	42.6	"	39.3	25.43	32	—
1819	48.5	"	40.0	26.25	37	—
1820	48.6	"	41.3	28.73	37	—
1821	46.6	"	42.8	28.22	39	—
1822	44.16	Consolidated	42.5	28.88	45	—
1823	45.98	"	42.12	28.15	43	—
1824	46.76	Polgoath	43.6	28.32	43	—
1825	53.95	"	45.4	32.0	50	—
1826	49.97	Huel Vor	45.2	30.48	48	—
1827	67.09	Consolidated	59.67	32.1	47	—
1828	87.04	Huel Towan	76.67	37.3	54	—
1829	81.99	"	70.23	41.22	52	—
1830	77.99	"	73.88	43.35	55	—
1831	80.08	"	74.91	44.7	54	81,867 1488
1832	91.35	Huel Vor	79.29	44.4	60	83,480 1346
1833	88.50	"	83.30	46.0	58	88,321 1502
1834	97.85	Fowey Consols	86.25	46.86	57	78,057 1363
1835	95.76	"	91.67	46.45	66	81,979 1225
1836	97.59	"	89.59	45.61	71	101,246 1405
1837	91.98	"	87.68	47.46	70	106,275 1509
1838	91.59	"	84.88	47.84	70	112,631 1666
1839	85.17	Godolphin	82.29	48.88	58	129,801 1740
1840	85.28	Fowey Consols	81.80	49.73	58	205,692 1746
1841	101.71	United Mines	93.23	50.99	51	89,806 1733
1842	107.49	"	99.26	51.62	45	84,862 1848
1843	105.11	"	99.35	53.23	40	72,913 1811
1844	98.72	"	94.89	54.73	35	62,292 1763
1845	96.0	"	91.2	55.64	36	62,148 1715

MINING IN AMERICA.

A vein of silver ore has been discovered in Dubois County, Indiana, and a company is formed to work it, who are now erecting a smelting furnace. L. W. Tinker and Co., have shipped this season from the Santa St. Maria to Pittsburgh, 619,000 lbs. of copper ore, containing silver, from the works of the Pittsburgh and Boston Company.

Letters of Sept. 25, 1846, from Mineral Point, Illinois, report that a splendid discovery of copper has been made here; it is a regular sheet, running north-west and south-east, going down into the water—and the ore is said by competent judges, to contain from 40 to 50 per cent. pure copper. It will not, however, be worked at present, as smelters will not give a fair value for the ore, whereof a ton is being sent to Boston as a sample. A large quantity is now in sight in the lands and workings both of Mr. Hubbard and Mr. Woodward, and their miners estimate that from 300 to 500 tons will be produced from the ground already broken.

Zinc ore, called "silica zinc," or "electric calamine," has been discovered in quantity near Coopersburgh, in Lehigh County, Pennsylvania, on the lands of Jacob Webberoth, of Laucon Valley. The vein was discovered at 24 ft. deep, and has been traced to within 4 ft. of the surface, and through a tract of 24 acres, to within half a mile of Lehigh Mountain, and runs parallel thereto. It is a limestone district, and not far from another zinc mine. There are strong indications of copper in this silicate of zinc, which species was unknown in America until last year. The present known extent of the vein being just now traced, is commenced to be sunk on.

The New England Iron Company have their works in Providence in full blast, turning out 20 tons of railroad iron bars daily.

A new field of anthracite coal has been lately discovered, near the Valley Falls, Rhode Island; a company has been organised to work it, and their operations will be commenced immediately. It is likely to compete materially with the Schuylkill Collieries, in Pennsylvania.

The colliers and ironmasters of Virginia have had a meeting to consider the effects likely to fall on their interests from the new tariff.

COPPER ORE.—The smelting of the common ores of this metal, which are so important to this country, must now undergo a vast change; for, unless improvements as decided as the hot-bl ast in the smelting of iron-ores effected immediately, it is certain that the very rich ores from South Australia will operate most prejudicially upon the mining interests of Cornwall. There is, however, much reason to believe, that the reduction of the Cornish ore is susceptible of great improvement. But to show the nature of the competition that the miners here must now have to encounter, it becomes necessary to mention the following facts: The exports last year of copper ore from South Australia amounted to 17,179l., and the exports for this year have been much greater, and will probably amount to 100,000l., or one-eighth of the value of the copper ores raised in Cornwall this year, coming as it does from a British possession, is only liable to a duty of 1l. per ton, whatever the percentage of metal may be; from foreign parts the duty would be 6l., if the ore contained more than 20 per cent. In other words, the protection to the Cornish miner against the colonist is 3l. per ton of copper (which, in the form of the copper, sells at present at 87l. 10s.), and against the foreigner 25l. per ton. In this estimate the average of South Australian copper ore is taken at 33 per cent., and the average of foreign ore at 18, the duty on the latter being 4l. 10s. per ton. The former can, therefore, sell his copper in the home market at a large profit; while the latter is obliged to find a market in India or other parts, where the discrimination is small. The greater distance of Australia compared to Cuba, &c., from which copper ores are shipped to this country to be

SOUTH MARIA MINE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Through your columns permit me to inform the shareholders in South Maria Mine, that the meeting of shareholders, held at Webb's Hotel, Liskeard, on the 3d inst., was most respectfully attended; when many gentlemen—great speculators in mines generally, and large holders in South Maria—were present, and took an active part in the proceedings. The business commenced, at the pursuer's request, with an investigation of his accounts from the commencement of the mine to the audit in October last—the result of which was the passing of the two first resolutions:—Proposed by Joshua Fox, Esq., and seconded by J. G. Chilcott, Esq.—“That the investigation of the pursuer's accounts, extending from the commencement of the working of the mine, up to the last audit, on the 20th of Oct. last, is satisfactory and approved of.” Proposed by J. Tucker, Esq., and seconded by J. G. Chilcott, Esq.—“That this meeting approves of the conduct of Mr. J. Secombe, the pursuer, and thanks him for his past services.” The efficiency of the captain was next questioned, which terminated in his discharge, and being supplanted by the appointment of Capt. George Francis, as managing captain for the mine. The necessary considerations for the welfare of the mine were gone into, with an anxious care to promote the general good. Various topics were taken up and discussed in the most respectful, gentleman-like manner; and the conclusions came to were such as will justify my saying, gave general satisfaction to all *bona fide* shareholders (who intend venturing their own property), being so conducive to the carrying out of the future most efficient and effectual operations to prove the said mine. The present term of 11 years unexpired was agreed, by the landholder, to be extended, and a deed was then ordered, to give the company a new term of 21 years from January 1st, 1847. The question of calls unpaid was next mooted, which made a favourable impression, as the names of defaulters being declared to be so few; and the shareholders were still higher gratified with the announcement of the pursuer, that not a doubtful case was found among the few then in arrears with their calls. The meeting separated in the most orderly manner, after a vote of thanks having been passed to G. C. Fox, Esq., for kindly presiding on the occasion.

I suppose, Sir, the result of this meeting is not very congenial to the wishes of my old friend, who dealt in it slender, through your paper of the 21st of Nov. last—who, however, strange to say, had not sufficient courage even to make an appearance at the meeting. How contemptible must such conduct make him look in the eyes of our shareholders, and all honest men!

South Maria Mine, Dec. 8.

JOHN SECOMBE, Pursuer.

BOLD ADVENTURE MINE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In reply to your correspondent, “M. L.” of Devonport, I beg to inform him, that the present appearance of the lode holds out every encouragement of the mine becoming one of great importance, and deserving the co-operation of every adventurer, in promoting the objects of the committee of management. The adit level has been driven to a considerable extent, and, in the present end, excellent stones of lead ore are found; but, in continuing this end, they are approximating the east boundary of their set, and they, therefore, deemed it advisable to make application for the adjoining piece of ground, into which the lode is running. In doing this they have to contend with an imposition, which they do not consider themselves justified in sanctioning. I feel assured that “M. L.” will ultimately be satisfied with having left his interest in the hands of the committee, who are exercising a just and laudable stand against unfair advantage, and that the mine is conducted with economy, and efficient management. “M. L.” should know that capital, perseverance, and forbearance, are absolute necessities in mining pursuits.

Z. E. D.

London, December 9.

THE LATE MELANCHOLY ACCIDENT AT OLDBURY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I take the liberty of addressing you, with reference to the remarks which appeared in the *Mining Journal* of the 5th inst., relative to the late melancholy accident at Oldbury. I attended all the five inquests professionally on the part of the lessee of the mine, and I am, therefore, well acquainted with the facts; but, as the case will shortly be fully investigated before a competent tribunal, and the guilt or innocence of the party charged be thereby established, I shall, in the meantime, abstain from any observation on the case; and my object in now addressing you is, simply to suggest the propriety of your refraining from all further remarks, until the result of that investigation shall be made known. I may, perhaps, be permitted to add, that the accused has hitherto sustained a character for respectability and great skill in his calling, and that there is not any reason to fear that such character can ultimately be impeached by the painful ordeal which he has to undergo.—JOHN STUBBS.

Birmingham, Dec. 10.

MINE ACCIDENTS.

Stirchley Incline, Salop.—The wire rope broke at this place last Thursday, the damage done was very considerable, breaking five boats to pieces.
Court Colliery, Salop.—Two lives were lost by fire-damp.
Spital Tongues Colliery, Newcastle.—H. Henderson was killed by a fall of coal.
Grange Colliery, Gilesgate Moor.—J. Stoker was killed while employed here.
Derwent Iron Company.—J. Beckwith was killed by the falling of a piece of timber down one of the Berry Edge ironstone shafts, Blenkhill.
Tipton.—T. Powell was killed while working at Mr. Cresswell's furnace pits.
Oldbury.—J. Chambers was killed in one of Mr. Williams's collieries.
Brierley Hill.—T. Bullock was killed while working in the hollows of a colliery at Hart's Hill—he was engaged raking a quantity of coal together when the roof gave way.
Ridding's Colliery, Norton, Staffordshire.—J. Mollatt was killed here.
Harrishead.—W. Copeland, G. Mellor, and J. Bailey, were killed by an explosion of foul air at Messrs. Sutton and Co.'s Tubshaw Colliery.
Kidsgrove, Staffordshire.—G. Davis was struck by a corve and killed.

HEMP AND FLAX MANUFACTURING COMPANY.—In the present prosperous state of the manufacturers of this country, not confined immediately to the iron trade, perhaps the most active of all, but, in the production of the various fabrics made from hemp, flax, and other fibrous material, there may be supposed to exist a wide field for operations, particularly where a superior article is manufactured at an equal or even less cost. We have before noticed the extension of the above company, founded on the patent obtained by Mr. Donlan, and their advertisement will again be found in our present Number. We are informed, that the intention to carry out the workings on a grand scale has been well responded to, and every necessary preparation is being made to enable them to go to Parliament next session.

LONDON THAMES AQUEDUCT WATER COMPANY.—We briefly noticed in the *Mining Journal*, of the 28th ult., that an application is to be made in the next session of Parliament, for an Act to incorporate the London Thames Aqueduct Water Company, for the supply of pure water to the metropolis. We are glad to observe, that it is proposed to take the water at a distance up the river, where it may be considered to be in its utmost purity, free from the daily pollutions from the common sewers, which has filled the public mind with just alarm, and become so serious of late years, as to excite apprehensions for the health of those who partook of this deleterious fluid. The plan suggested, of resorting to the Thames, at a place called Bray-lock, in the parish of Taplow, Buckinghamshire, and convey it from thence by aqueducts and culverts to a reservoir near St. John's-wood, in the parish of Hampstead (which will exceed the present height of delivery by the several metropolitan companies), from whence it will be supplied by pipes to the inhabitants of London. This scheme, when brought to maturity, will accomplish the long-desired undertaking, without those serious objections to which other projects have been subject. The necessity of sewers, to divert the impurities of the river, the purchase of deleterious mills and works, and the necessity of steam-power as a compensation for the proposed interference with the water, will be obviated; when no doubt exists of there being far more than sufficient for the purposes required, and the quality excellent and suitable for domestic purposes, when drawn from a source at a distance of 40 miles, free from the sewerage of the metropolis. We are interested in the discussion of this great domestic question, and our *Journal* has been pre-eminent for a series of able papers on the past and present condition of the supply of water, as furnished by the several metropolitan companies. We are indebted to our correspondent, Mr. Burt, through these papers, for the agitation of this great public question, in the forcible way in which he has fixed the public attention, in making them really alive to the necessity of the supply of pure and wholesome water to their habitations, and the consequences resulting from the use of water, loaded with all sorts of impurities. It is, we believe, the intention of this gentleman to continue the papers, to further develop the schemes proposed at various periods, and the plans and remedies for obviating the grievance of impure water, and of the monopoly complained of by the public, so that the consumers of water may have a knowledge of the qualities of that which they are daily using for domestic purposes.

MEXICAN MAIL.—The Royal Mail steamer, *Tay*, arrived at Southampton, with the usual mails and dispatches; her latest dates are—St. Juan de Nicaragua, 24; Tampico, 25; Carthagena, 28; Vera Cruz, Nov. 1; Demerara, 4; St. Jago de Cuba, 5; Jamaica, 8; Grenada, 10; Havannah, 11; St. Thomas, 14; and Bermuda, 21. The *Tay* has brought on freight \$600,000 for merchants' account, gold dust and gold, value about \$3,000; 756 lbs. of silver, seven packages of platina, and a variety of other produce.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Eleven o'clock.	
Bank Stock, 7 per Cent., 90½	Belgian Bonds, 4½ per Cent., 95
3 per Cent. Reduced Ann., 94½	Dutch, 5½ per Cent., 60½
3 per Cent. Consols Ann., 93	Brazilian, 5 per Cent., 85½
3 per Cent. Annuities, 94½	Chilian, 6 per Cent., —
3½ per Cent. Ann., 96½	Mexican, 5 per Cent., 23½
Long Annuities, 91	Spanish, 5 per Cent., 26
India Stock, 10½ per Cent., —	Ditto Deferred, 17½
3 per Cent. Consols for Acc., 93½	Portuguese, 4 per Cent., 37
Exchequer Bills, 1000l., 12 14 pm.	Russian, 5 per Cent., 111

MINES.—A little relaxation in the mining share market may have been observed during the past week, which is attributed to those circumstances, associated at all times with investments of this kind of property—for the views and opinions of purchasers, however erroneous, have a tendency to influence the market; whilst they betray an anxiety to purchase, they wait in anticipation of effecting sales at a lower price, although they are ultimately constrained to advance: this has been the case in several transactions within our knowledge during the week. Some buyers are steadfastly looking to dividend-paying mines, while others are freely investing in new and improving mines—consequently, we are anticipating much business being done before the new year commences. Amongst those mines advancing in price and favour, we may notice Trewallack, Trelawney, and Trebane Lead Mines; the price given for the first parcel of silver-lead ores in the latter mine has created purchasers at a slight advance on last quotation. West Wheel Maria has been done at rather a lower figure, in expectation that the call of 1l. per share may bring them into the market at a lower figure, although they greatly advanced in the face of that call, which was notified by the meeting held a month previously. Condurrows are enquired for at about present quotations; Victorias have been done to a large extent at par; South Tamars are in request at a lower limit; Callingtons are also sought after. Business in the following shares have been done this week:—Concord, Condurrow, United Hills, Holmbush, Bedfords, Mendip Hills, Trebane, West Wheel Maria, Fortescue, Franco, Mary Ann, Callington, East Crowndale, East Wheel Rose, Lamheroe, Treviskey and Barrier, Gambler and St. Aubyn, South Basset, West Providence, &c. &c.

RAILWAYS.—In the early part of the week the share market was rather inanimate, with a fractional decline in some, while with others prices were sustained. Wednesday and Thursday, it still bore an indifferent appearance, and in many lines the prices became worse with a declining tendency; there is scarcely any special feature to notice, the transactions altogether have been so inconsiderable. A slight appearance of reaction may have been noticed yesterday; and particularly North Staffordshire, Shrewsbury and Birmingham, and Caledonians, rallied a little in the prices obtained.

MEETINGS.—*Caledonian and Dumbartonshire:* to be leased to the Caledonian in perpetuity, with a guarantee of 5 per cent., and division of profits.—*Ipswich and Bury St. Edmund's:* to consider the question of amalgamation with the Eastern Union Railway; it was decided in the affirmative, but will be opposed in the House of Commons.—*Worcester, Warwick, and Rugby:* under Dissolution Act; but in consequence of some informality, the scrutineers made no final announcement.—*Exeter and Crediton:* to amalgamate with the Bristol and Exeter; agreed to.—*London and North Western:* to agree to leasing several lines, which were agreed to.

The London and North Western Company have resolved to have a thorough and complete valuation of the whole of their stock. An order has been given by the York and Newcastle Railway Company for three miles of trucks! There are 1500 men employed on the Dundalk and Enniskillen Railway, and the works are making good progress. It is stated, on good authority, that an amalgamation will take place between the Glasgow and Ayrshire, and the Glasgow, Dumfries, and Carlisle Railway Companies.

At Messrs. Lamonds' sale, on Tuesday, shares went off rather flat, and the general aspect of the market was not so satisfactory as last week. Amongst the miscellaneous shares, which were sold, Assam Tea Company (20l. paid) realised 3l. On Friday the sale went off far more brisk, and prices appeared firmer—East Indians had improved, and there were considerably more buyers—a good business was done at fair prices. London Gas shares went at 47l.

NEW STOCK AND SHARE EXCHANGE, OLD BROAD-STREET. The business of the week transacted here, shows that the public is not slow in appreciating the advantage of the close prices which are universally made in this market. We understand that an arrangement is nearly completed for the publishing of a daily list of prices, which will explain more fully the facility and advantage with which business can be conducted in this place. Up to the present time, the majority of the business has been confined to the smaller shares, in which, as is well known, the least saving of expense is an object of consideration. The East Indian shares were more particularly dealt in, and left off at 11s. 9d. to 12s. per share, which contrasts with the other house as 10s. to 12s. 6d. Much disappointment was felt at the delay of directors of the Economic Conveyance Company in issuing their scrip, which seems to be favourably thought of, and is likely to be extensively dealt in this market.

LEEDS, FRIDAY.—The market continues dull and inactive, and prices are generally declining; there is little change to note in the value of any particular stock, except in Glasgow and Dumfries, which have run up from par to 20s. pm.; Leeds and Thirsk's preference are at 20s. pm.; East Lancashire scrip at 25s. pm.

TWOAL, BARRE, & PLINT.

HULL, THURSDAY.—The amount of business since our last has been very limited—there being, apparently, not much inclination either to buy or sell at current rates. There is some difference of opinion as to the probability of money being more or less abundant after Christmas. On the one hand, the dividend on stock, payment of rents, &c., will contribute to throw a large sum on the market; but, on the other, those lines which have been scrupulous not to make “any more calls this year,” have been careful to take measures for appealing to the shareholders pretty early in the next. Barwick and Thirsk's, Lynn and Ely, and Eastern Unions, are most in request just now. Darwens are rather better. The flat stocks we need not enumerate.

THAMES TUNNEL COMPANY.

The number of passengers who passed through the Tunnel in the week ending Dec. 5, was 18,794; amount of money, £78 6s. 2d.

GOLD MINES IN ULSTER.—Sir R. Kane has written a large volume regarding the resources of Ireland, but we believe he overlooked its gold mines, or seemed to consider them of only minor importance. “The enterprise of Belfast,” has, however, gone in advance of the worthy knight's speculations; and amongst the wonders of the Cavehill, it appears that some persons have supposed that gold is included. One individual recently had a vision of a bedstead of gold, and three statues of the same precious metal, snugly laid up there, ever since the Danish invasion, by these marauders, on their retreat. Then another person, in some distant quarter of the globe, on the same night, at the same hour, had a similar dream, which he communicated, per first mail, to his Irish correspondent; who, actuated by a very laudable desire to increase the resources of the country, and meet the threatened deficiency in bullion, employed three or four men to dig in the indicated spot, McCar's Fort, for the hidden treasure. Of course, if there were a gold bedstead to be found, there must be other valuable chamber furniture in the neighbourhood, such as golden ewers, and various odds and ends of that description. And if the statues of the illustrious kings were cut in gold, the pedestals must have consisted of very precious marble. In fact, there was no end, at least in the imagination of the visionary, to the riches that might be found. Young Ireland was to be gratified by the glory of the old bedposts, and the searchers by their value at 3l. 17s. 6½d. per oz. For 10 or 14 days, even in the stormiest weather, three or four individuals left their employment and handled pick and shovel with surprising vigour and perseverance, until they formed a major and a minor pit on the highest pinnacle of the Cave Hill. The largest mine is carried down 24 ft., and measures 15 to 18 ft. in diameter. We are sorry to state, that hitherto nothing more valuable has been reached than the solid rock.—*Ulster Journal.*

COAL MARKET, LONDON.

PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.

MONDAY.—Adair's Main 15 6—Buddle's West Hartley 15 6—Carr's Hartley 15 6—Charlotte Main 17—Chester Main 16 6—Grace's Hartley 14—Hastings's Hartley 15 3—Holywell Main 19—Nelson's West Hartley 15 6—New Tanfield 15 6—Old Ponton 15 6—Original Tanfield 15 6—Ord's Redheugh 15—Tanfield Moor 18—West Hartley 15 3—Wylam 18 3—Wall's End Acorn Close 18—Bewick and Co. 18 9—Bell and Brown 18 9—Hetton 18 6—Hilda 17 9—Hospar 17—Killingworth 18 3—Wharfedale 18 6—Eden Main 19—Finchale 17 9—Haswell 20 3—Hetton 20 3—Lambton 19 9—Pemberton 18—Russell's Hetton 19 6—Shorton 19 3—Stewart's 20 3—Thornley 20 3—Hough Hall 18 9—Kelloe 19 9—Ludworth 19 9—Thornley 19 9—Adelaide Tees 20—Covden Tees 18 9—Gordon 16 9—Seymour Tees 18 9—Tees 20—Tees Hetton 16—Covden Tees 19—Derwentwater Hartley 15—Derwentwater Hartley 15—Field and Co.'s Silksstone 17 9—Howard's West Hartley Netherton 15—Sidney's Hartley 15 3—Ships at market, 22s; unsold, 107.

WEDNESDAY.—Adair's Main 15 6—Buddle's West Hartley 15 6—Carr's Hartley 15 6—Charlotte Main 16 6—Chester Main 16 3—Davison's West Hartley 15 6—Holywell Main 19—Nelson's West Hartley 15 6—New Tanfield 15 6—Original Tanfield 15 6—Tanfield Moor 16—Twizel Main 15 6—Townley 17—Wylam 18—Wall's End Acorn Close 18—Barnard's 17—Elm Park 17 9—Horton 18—Hebburn 17 9—Hedley's Beamish 17 3—Eden Main 19—Bradyll's Hetton 19 9—East Hetton 17 6—Haswell 20 3—Hetton 20 3—Lambton 19 9—Pemberton 18—Russell's Hetton 19 3—Shorton 19 3—Stewart's 20—Cassop 19 3—High Thornley 18—Adelaide Tees 19 9—Gordon 17—Seymour Tees 18 9—Tees 20—Tees Hetton 15 3—Covden Tees 15 3—Derwentwater Hartley 15—Field and Co.'s Silksstone 17 9—Howard's West Hartley Netherton 15 3—Ships at market, 17s; unsold, 64; unsold, 108.

FRIDAY.—Adair's Main 15 6—Buddle's West Hartley 15 6—Carr's Hartley 15 6—Chester Main 16 3—Davison's West Hartley 15 6—Hastings's Hartley 15 6—Holywell Main 19—Nelson's West Hartley 15 6—New Tanfield 15 6—North Wylam 17—Old Ponton 15—Original Tanfield 15 6—Tanfield Moor 18—West Hartley 15 6—Wylam 18—Wall's End Acorn Close 18—Barnard's 17 3—Gosforth 18 6—Heaton 18 6—Hospar 17 9—Northumberland 17 6—Riddill's 18 3—Eden Main 19 3—Bradyll's Hetton 19 9—East Hetton 18 3—Haswell 20 3—Hetton 20 3—Lambton 19 9—Pemberton 18 3—Russell's Hetton 19 6—Stewart's 20—Whitwell 18 3—Caradoc 19 6—Cassop 19 3—High Thornley 18—Hough Hall 18 9—Kelloe 19 6—Adelaide Tees 19 9—Covden Tees 18 9—Gordon 17—South Durham 18 3—Tees 20—Tees Hetton 14—West Tees 18—Covden Tees 15 6—Field and Co.'s Silksstone 17 6—Howard's West Hartley Netherton 15 6—Ships, 109.

NEW SHARE & MONEY MARKET, ROYAL EXCHANGE, LONDON.

SHARES FOR SALE THIS DAY—(offered by the owners as under:—The public can purchase any of these shares without paying commission).

Shares.	Per Share.
30 Buckinghamshire scrip	at 22 2 0
30 Sheffield, Buxton, and Leek Potteries, remnants	0 2 6
40 Belfast and County Down	0 7 7
10 Galway and Enniskillen, 2l. 15s. paid	0 12 0
20 Remington's Manchester	0 12 0
60 Belgian and Eastern Junction	0 10 0
10 Great Leicester and Munster, 7l. 10s. paid	3 0 0
10 Marine Insurance	11 0 0
30 National Reversionary Investment	ex. div. 19 10 0
20 Great Munster	0 10 0
10 Galway and Kilkenny	0 4 6
200 Direct Lincoln and East Bedford	0 5 0
20 Remington's Manchester	0 11 6
10 Waterford, Wexford, Wicklow, and Dublin scrip	0 7 6
10 Leeds and Thirsk, new	5 0 0
10 Cornwall, registered	1 10 0
25 Cheltenham and Oxford	2 0 0
125 Rugby, Derby, and Manchester, remnants	0 5 6
100 Waterford, Wexford, Wicklow, and Dublin, registered	0 7 6
10 (25ths) Wheel Louisa Lead and Copper Mine	10 0 0
150 Victoria Tin Mining Company	4 0 0
50 Direct Northern Railway scrip	2 6 0
5 Edinburgh and Glasgow halves	20 15 0
10 Great Leicester and Munster, 7l. 10s. paid	3 10 0
30 Great Western of Bengal	0 8 0
40 Great North of India, at 5s. 6d., 35	0 5 3
60 Great Southern and Western of Ireland	29 0 0
20 Irish North Midland, remnants	0 1 6
33 London and South Western, 40l.	49 0 0
10 Madras, Nellore, and Arcot	0 4 6
20 Neptune Marine Insurance	0 10 0
54 Norfolk Estuary	0 10 0
20 Rugby, Derby, and Manchester, remnants	0 8 0
50 Southampton, Manchester, and Oxford Junction	0 6 0
35 Western Gas Light, 3l. paid	2 0 0
15 Reading, Guilford, and Reigate	0 18 0
40 Belfast and County Down	0 3 6
20 East Indian	0 12 6
15 Commercial and General Life Assurance	0 10 0
30 Newry and Enniskillen, 7l. paid	1 5 0

SHARES WANTED, THIS DAY.

(The public can supply any of these shares without paying commission).

Shares.	Per Share.
170 Louvain a la Sambre, 6l. paid	1 17 6
200 North Kent, remnants	0 3 0
10 New Peninsular and Oriental Steam	with div. 18 10 0pm.
130 Eastern Counties, perpetual, 5 per cents, No. 2	7 0 10p.sh
3 Manchester and Leeds	105 0 0
30 Oxford, Witney, and Cheltenham	0 9 0
30 Shrewsbury and Hereford, remnants	0 2 9
100 Newport, Abergavenny, and Hereford	0 11 0
5 Ipswich and Bury St. Edmunds	0 6 0
100 Metropolitan Railways Junction	0 6 0
100 Taw Vale Railway and Dock Extension	0 14 0
100 Bristol Water-works	4 0 0
430 Cork and Waterford	0 2 0
100 Armagh, Coleraine, and Portrush	0 5 6
5 Asturian Mine, 8l. paid	3 10 0
10 Chester and Holyhead	25 0 0
10 Commercial Gas	5 7 6
500 Essex and Suffolk, remnants, at 2s. 3d., and 500	0 2 0
1000 Exeter, Dorchester, and Weymouth, remnants	0 1 0
7 Kent Waterworks	90 0 0
480 London and South Essex, remnants	0 2 9
30 London, Bristol, and South Wales Direct	1 0 6
25 London and South Western, 50l. paid	63 0 0
100 Luxembourg, 4l. paid	0 12 6
10 Manchester and Southampton, 1847	1 7 6
10 North Staffordshire	5 9 6
50 Newry and Enniskillen, 7l. paid	0 15 0
50 Northumberland and Lancashire, remnants	0 2 0
500 Rugby and Huntingdon, remnants	0 6 0
1 Reversionary Interest Society (King's Arms Yard)	100 0 0
250 Shrewsbury and Hereford, remnants	0 2 9
25 Union Bank of London, at 11l. 5s., and 10	14 7 6
490 Worcester, Hereford, Ross, and Gloucester, remnants	0 2 3
40 Yorkshires and Glasgow Union	0 16 6
10 Caledonian halves	2 5 0
10 Eastern Counties, York Extension	3 10 0
50 Manchester, Buxton, and Matlock	0 5 0
10 Cork, Black Rock, and Passage	0 5 0
50 South Staffordshire scrip	prem. 0 17 6
41 Great Western fifths	30 10 0

The public are particularly requested, in sending shares from the country, to enclose them in a registered letter, addressed to Stevens, Hansard, and Co., Transfer Office, 5, Royal Exchange.

RAILWAY TRAFFIC RETURNS.

From these returns, it will be seen, that the amount of traffic for the last week, on nearly 2760 miles of railway, was 330,390l., thus accounted for—64,963l. for the conveyance of passengers only, 38,962l. for the carriage of goods, and a remainder of 29,666l. for passengers and goods together, not respectively apportioned; being an increase over the corresponding week of last year of 10,913l.

Name of Railway.	Lgh. Rwy.	Present actual cost.	Last Div.	Traffic Returns.	
				1846	1845
Arbroath and Forfar.....	15	£142,900	3p.c.	£178 0 0	£180
Chester and Birkenhead.....	15	658,293	2½	1478 18 3	503
Dublin and Drogheda.....	32	699,975	3½	626 13 10	651
Dublin and Kingstown.....	6	349,736	9	676 14 9	636
Dundee and Arbroath.....	17	156,324	6	243 5 1	251
Durham and Sunderland.....	19	302,118	2	611 0 8	659
E. Counties & North. & East.....	161	4,746,113	6½	8022 15 7	6183
Eastern Union.....	—	—	—	—	—
Edinburgh and Glasgow.....	46	2,112,136	6	2998 4 7	2327
Glasgow, Paisley, and Ayr.....	53	1,301,381	7	1874 13 1	1809
Glasgow, Paisley, & Greenock.....	23	829,427	2	827 0 0	703
Gravesend and Rochester.....	7	82,828	—	—	112
Great Western.....	241	8,885,605	8	14959 11 0	15626
Hartlepool.....	—	—	—	—	1172
London and North Western.....	440½	16,327,526	10	34561 6 9	31028
London and Blackwall.....	4	1,081,273	1½	687 18 0	717
London & Brighton & South Coast.....	113	4,670,721	5	6280 1 2	3755
London and South-Western.....	106	3,648,547	9	5606 10 6	5007
Manchester & Leeds.....	117	4,636,557	7	7387 4 8	5704
Manchester, Bolton, & Bury.....	10	842,726	5½	—	1393
Midland Company.....	331	8,831,195	7	16311 18 7	15118
Newcastle and Carlisle.....	65	1,187,385	5	2083 17 1	1603
Norfolk.....	59	985,080	6	1218 7 1	946
North British.....	72	1,461,195	—	1206 11 1	—
Preston and Wyre.....	29	432,014	2½	546 15 1	390
Railfield and Manchester.....	49	1,633,331	5	297 0 0	1035
South Devon.....	15	778,976	—	286 15 11	—
South-Eastern and Dover.....	120	6,613,535	3½	6474 18 9	5162
Swale.....	30	690,229	6	1228 8 4	1034
Waterloo.....	25	358,358	5½	771 11 1	610
York and North Midland.....	162	2,092,979	10	5233 18 11	4742
Northern of France.....	260	—	4	7704 0 0	—
Le Mans and Bordeaux.....	72	599,040	4	2463 0 0	—
Paris and Orleans.....	82	2,082,916	9½	7553 0 0	5818
Paris and Rouen.....	85	1,995,306	8	5917 0 0	4697

We have, on many occasions, inserted communications from our esteemed correspondent, Mr. T. MULOCK—the last of which was an eloquent appeal to Lord JOHN RUSSELL, on the alarming state of Ireland, and suggesting the best mode for her relief. That letter was the conclusion of a series, which are now published, together with a general postscript, in which he draws a frightful—but, alas! too true—picture of the miseries and prospects of the sister island. In it he observes—“The small holders of land having lost their potatoes, and consumed their little portion of corn, are now bereaved of all support deriving from their own land and labour. They have pledged their clothing to such an extent, that the shops are choked, and the pawnbrokers have no more capital to advance. Nothing can be inferred from the state of the corn markets, because the poor are without money to purchase; pigs and poultry are vanishing fast from the homes of the peasantry, being sold at ruinous rates; a couple of fowls may be had for 8d.; a fine turkey is pressed upon reluctant buyers for 2s., or even less. Every where you meet with wretched beings, literally weak with hunger, to use their own veritable words.” This is a fearful picture; and, as we have already said, we fear but too true! and, impressed with the reality of the

N.B.—Experiments made in testing hollow axles, give the following results—viz.:
On a hollow axle, 4 in. diameter—
A weight of 7 tons 14 cwt. caused a deflection of 1-16th inch, without permanent set.
 9 tons 2 cwt. " " 1-16th inch,
 9 tons 16 cwt. " " $\frac{3}{8}$ th inch, with a permanent set of $\frac{1}{8}$ in.

On a solid axle, $\frac{3}{4}$ in. diameter—
A weight of 7 tons 14 cwt. caused a deflection of 5-16th inch, with a perm. set of 1-16 in.
 8 tons 1 cwt. " " $\frac{3}{8}$ th inch, 5-32 in.
 9 tons 16 cwt. " " $\frac{1}{2}$ th inch, 9-16 in.

The ends of the axle in each experiment were held down, and the axles lifted by the centre, by weighing steelyards—the axles in each case being 6 feet from centre to centre of bearings.

Buffer rods for railway carriages, with brass bell sockets, and } £ 8 lbs. to £11 Os.
square brass slides } per set of four.

Axle guardplates, 32s. per cwt., and upwards.

Axle boxes, with springs, at 2l. per set of four, and upwards.

Railway wagon springs, at 3d. per lb., and upwards.

Iron work in general for railway waggon and carriages, 36s. per cwt., and upwards.

Marine engine forgings of every description and size, including "Dodd's and Owen's Patent Wrought-Iron Crank Throws," which have stood the test for six years without a single failure, prices according to form and size.

Punching and shearing machines, worked by hand to punch $\frac{3}{8}$ in. holes in $\frac{3}{4}$ in. plates, 28l. 10s. each and upwards.

Do. to work by engine power, according to size.

Best warranted scrap anvils, Smith's patent, patent parallel and other vicees, according to size and quality.

Crabs, single and double purchase, 5l. each, and upwards.

Screw jacks and packing screws of various kinds, 1s. 4d. per lb., and upwards.

Flyer blocks, same as above.

Portable forges, with bellows and complete set of tools, 5l. each, and upwards.

Cast-iron trough and frame, for grindstones.

Cooking apparatus of the most approved and superior description, from 150l. to 1l.—

Wheale's Engineer's and Contractor's Pocket Book for 1847 and 1848.

[FROM A CORRESPONDENT.]

NOBLE COMMITTEEMEN.—We understand a proceeding of some interest to the fashionable world will be brought before the public in a few days—no less, indeed, than the appearance, in connection with the Court of Bankruptcy, of the Marquis of Douro, the Earl of Essex, and Lord Bessborough, the Lord Lieutenant of Ireland—who figured, as our readers will recollect, as directors of Pilbrow's Atmospheric Railway Company. We understand that the Duke of Wellington was extremely cautious in his inquiries before allowing his son to connect himself with the undertaking; and, indeed, was only prevailed upon to allow it on Lord Duncannon consenting to join him.—In connection with this company, we may mention that Mr. Collins, the secretary, and who was also interested in a long list of the pseudo schemes, started during the mania, obtained his certificate at the Bankruptcy Court, on Tuesday last; and, we must admit, that a lengthened cross-examination enabled him to clear his character of much of the calumnious aspersion, heretofore so unsparsingly applied.

PROGRESS OF FRENCH MINING INDUSTRY.

(FROM THE PARIS CORRESPONDENT.)

The Northern Railway Company has caused to be inserted in the newspapers a small paragraph, setting forth that it is obliged to employ passenger carriages for the conveyance of merchandise, on account of the inability of the ironmasters to fulfil their engagements. This confirms what was stated in the letters of M. Faucher. What will the ironmasters say to it? In glancing over the *Moniteur* of this morning, I caught the word *fers* in a Royal ordinance, countersigned by the Minister of Commerce. At first, I thought it possible that the good M. Curin Gridaine had, at length, complied with the prayers of the whole community, by making some modifications in the iron duties; but a perusal of the ordinance soon undeceived me—the sole provision thereof being, “the Custom-House at Rochefort is opened to the importation of *fers traités au bois et au marbre*, on payment of the duties established by the law of the 21st of December, 1814.”

The *Moniteur* of this morning contains a notice from the Minister of Public Works, setting forth that, in pursuance of the law of 21st of June, 1846, an adjudication of the lease of the railway from St. Dizier to Gray, will be attempted on the 16th of January next. Companies will have to deposit as security, 4,000,000 fr. the day previous to the adjudication. The period of the lease cannot exceed 99 years, and the company that shall make the lowest offer will obtain the concession. This railway is of vast importance to the mining industry of this country—in fact, it is to be formed for no other object than to enable the iron establishments of the Haute Marne in particular, and those of the north and east of France in general, to obtain coal from the coal districts at a reasonable price. At present they are compelled to pay an exorbitant rate for coal, or to confine themselves to the use of wood, which is also extravagantly dear. Some little time ago, there was a project on foot among the ironmasters of the Haute Marne to get up a company to obtain the lease of the railway. Whether that project has been persisted in, I am not at this moment able to say; but if it has, it has been kept remarkably quiet. That it would be most important to the ironmasters to have the management of the railway in their own hands, cannot be questioned; but to obtain it, they would have to incur all the expense of working the line, which expense would not only be very considerable, but compel the withdrawal of capital from very profitable investments. It is probable, therefore, that no company will offer for the concession; and in that case the Government will immediately commence working the railway on its own account, for which purpose the Chamber has already authorised it to draw 6,000,000 fr.

At their recent meeting the shareholders of the Zine Company de l'Autorité and des Mines Reunies declared a dividend of 30 fr. per share. They also decided, that neither the report of the directors, nor the accounts, should be published. The capital of the company is only 2,000,000 fr., divided in 2000 shares of 1000 fr. each. The company only commenced operations in 1844.

The shareholders of the Compagnie des Mines de Soufre d'Afrique, formed at the beginning of the year, are convoked on Monday next, to decide on propositions made by the Government of Turkey.

In consequence of the death of M. Derosne, the celebrated machine and locomotive manufacturer, his partner, M. Cail, has entered into partnership with M. Laubaudy, banker, for continuing the business. M. Cail brings 3,000,000 fr. into the concern, and M. Laubaudy 1,000,000. It will, however, be conducted as heretofore, under the name of Derosne and Cail.

The shareholders of the Coal Companies of La Chazotte are convoked to a general meeting, on the 23d inst., in Paris. The capital of this company is 3,550,000 fr., in 1000 fr. shares; but the quotations of shares at the Bourse is only about 700 fr.

The directors of the Grande Montagne Company advertise that the second call of 250 fr. per share must be paid, before the 2d Jan. next, to the company's bankers at Paris, or at Liege.

The *Journal des Débats* mentions, that the Minister of Marine has ordered 11,000 fr. per week to be paid to Messrs. Halle, of Arras, until they shall have completed the machines of 300-horse power, which they have contracted to build for *L'Esperance* steam-vessel.

The Minister of Marine repeats his notices for important contracts, to be taken on the 26th inst. Among the articles required are 1,100,000 kil. coal en roches for coke; 112,000 kil. of lead; 138,000 hectolitres of coal for forges; 500,000 kil. of *fonte noire Anglaise*; and 8,750,000 kil. of coal en roches. He also advertises that, on the 17th Jan., he will receive contracts for the supply to Lorient of 264,165 kil. of ordinary iron *laminé*.

The Free-Trade Association has established a weekly newspaper, called *Le Libre Echange*.

A letter from Algiers, published in the *National* of this morning, states that the Emperor of Morocco has at length determined on allowing to be worked the rich mines of his empire, notwithstanding the Koran denounces the sinfulness of such a proceeding. A mine, of six leagues distant from Casablanca, has been conceded to a Moor, formerly a simple clerk at Gibraltar, but now a wealthy merchant. This mine will yield, it is said, 80 per 100 of metal, and even already the results of the working have been splendid. A mine of copper, near Tetuan, has also recently been conceded by the Emperor to another Moor; this Moor has transferred a part of his interest therein to a Marseilles house (Jewish), which, not having capital enough in hand, has issued shares to obtain the required amount. It is intimated, that English capitalists are prepared to embark in these enterprises. It would be well, perhaps, for all your speculative readers to turn their attention thereto; for, if what be said of the mineral wealth of Morocco be true, some most excellent investments of capital may be made.

We read in a letter from St. Dizier, of the 4th December: “The rains of last week have permitted the furnaces, that were temporarily stopped, to resume their trains. The first affairs in *fontes blanches*, that will take place, will, probably, be at 200 fr., delivered at St. Dizier. The price of *fers battus à la houille* remained at 395 to 400 fr. for Paris, and 400 fr. to 410 fr. for the provinces. Certain establishments refuse to sell, because they receive too many *échallons*; whilst others receive none, and are about to close. It is known that, for some years past, stocks are not kept, on account of the inconvenience of placing them. In *fers laminés*, it is remarked that the furnaces of St. Dizier sell their products 400 fr. the first class, delivered at St. Dizier; whilst the other furnaces of the Haute Marne, and the neighbouring departments, sell at 380 fr.”—Paris, Wednesday.

THE LEAD TRADE.—We have had our attention directed to the fact of a considerable quantity of foreign lead being now imported, for refinement in bond. A recent return of the exports of foreign merchandise, shows that 4096 tons of lead were shipped in the nine months ending Oct. 10th last—being an excess of 1674 tons over the corresponding period of 1845, and 1140 over the year 1844. The imports of foreign lead in the same periods were—1844, 2658; 1845, 2096; 1846, 5412.

SILVER MINES OF SPAIN.—The silver extracted from the mines of Spain, during the month of October, amounted to 123,680 ozs. = 30,914l.

VALUABLE DISCOVERY.—In another column will be found a notice of the discovery of cobalt in the mudic of the Great Wheal Martha Mine, which promises to be of considerable importance to the shareholders, as, being accompanied by copper and arsenic, it is likely to prove highly valuable. We are pleased to convey this gratifying intelligence—so soon, too, after the desponding communications we have lately been called on to publish from shareholders.

RAILWAYS IN THE NORTH OF ENGLAND.—(From a Correspondent).—Having occasion to go from Newcastle a little way along the Newcastle and Carlisle Railway, I took the opportunity a few days since to make that part of my journey to London. The fare from Newcastle to Carlisle is 11s., and from Kendal (from which place the railway is now open to London) the fare is 2l. 7s. 6d.—making together 2l. 18s. 6d.; and, assuming the additional sum from Carlisle to Kendal to be 8s., the whole fare from Newcastle to London would be only about 2s. more than that charged on the railway by York, and the passengers carried 50 or 60 miles farther upon the railway, and that through the romantic scenery of the lake district of Cumberland. Now, as the probability is, that as soon as the railway from Scotland is open to London by Berwick, the Newcastle and Carlisle Railway will lose a portion of its present passenger traffic, it would be the interest of that company to reduce their fares a little, to induce passengers to take the road to London by the Western Railway, and so enjoy the beautiful lake scenery of Cumbria, rather than by the territory of Hudsonia. It is to be hoped that the Carlisle and Lancaster Railway Company will, by moderate fares, hold out an inducement for travellers to prefer their line of way, especially those living between Newcastle and Carlisle.

Original Correspondence.

ON THE WELSH MODES OF GETTING COAL.

SIR,—Approving of the philanthropy which has induced your correspondent, “F. B.,” to enter on a series of letters, for “nothing but a desire to benefit the mining interest,” and agreeing with him in some of the leading particulars upon which he writes, I wish, so far as my spare time will allow, to consider some of the points upon which he touches.

Having been myself actively engaged for several years amongst the coal mines in Glamorganshire, and having been brought in contact with some of the most enlightened colliery owners, I am in a position to state that, any suggestion, by which the method of working could be improved, would at all times meet with a candid consideration, and “F. B.” need be under no apprehension that any opposition will be offered to his views, on account of any novelty that may be attached to them.

It appears by “F. B.’s” letter, that his attention was first directed to this subject, by the peculiarity of the “slips,” and it is not unlikely that a little farther attention to them, would have rendered his letter more valuable, as, either from the want of a thorough knowledge of them, or through inadvertency, he has been led into an error in his description of the way in which the stalls are worked, when he says they go with the slip, which is not the case. It is not unlikely that “F. B.” has mistaken some of the oblique slips, called “riders,” which run east and west, for the true slips, which bear by the dial N. 9 W., and which are intersected by the stalls at right angles. “F. B.” is also incorrect, in claiming priority of notice of the direction in which they run; and, by reference to the museum of the Geological Society of London, he may see a very good model, illustrative of their arrangement. The remarks upon the proper method of working the coal, in which he so strongly insists upon the necessity of having the stalls driven across the slips, are generally admitted, and the method almost always adopted. In all collieries, where anything like management is attempted, the coal is always worked in the direction in which it can be most easily got; and if any improvement on this point is contemplated by “F. B.” it is only likely to be of service to those who are very, very far behind in the march of intellect. By referring to sketch No. 1, in his letter, it will be seen, that he makes his stalls run in the same direction as the slips—a point upon which some explanation is necessary—either he supposes it is not known, whether the coal is easier to be got, when worked against the slip, than when with it, or his want of knowledge of the system of working practised at the principal collieries, has led him to make a statement at variance with the fact. A principal point to which “F. B.” directs attention is, how to work the coal in a proper manner; and this, he says, should be done by driving headings, as shown in fig. 2, in his letter, each heading to be 14 yards apart—the heading to be driven first, and then the coal to be got, by ripping, or drawing back, to the extent of 7 yards at each side of it; such I understand his proposed method to be—it is certainly simple, and much the same in principle to the north of England method of working, where a new heading is formed every 20 yards, by what is termed “holing the wall.” But does “F. B.” think this method generally applicable to the hard and thick seams of South Wales?—has he considered it sufficiently, before he gave it his unqualified recommendation?—has he prepared for the “squeeze” likely to come upon the workings of a legless seam of coal of 10 or 12 feet in thickness. Probably he has; and may have also seen the successful method of working at Berwick-upon-Tweed, where the coal is all got by the method termed “long work.” It may be he has, and is prepared to submit, a method by which the coal can be worked after his particular plan, without any regard or consideration to the nature of the coal—the thickness of the seam—the quality of the rock which forms the roof and bottom, or “thill.” If he has such a method, his views will be worthy of attention.

Persons conversant with ventilation will see little difficulty in carrying forward headings at 14 yards apart, as the shortness of the distance would admit of communications being made between them, so that no difficulty is to be apprehended upon this point; but it ought not to be forgotten, that narrow headings, such as he proposes, are very expensive to drive, in a coal so hard as the generality of that of South Wales; the communications between the headings, which must necessarily be driven for air, would all tend to swell the cost, and I am rather inclined to think that “F. B.” jumps at his conclusion, when he says, he has shown that the coal would be got with less labour. A little consideration of this point, with figures, would make the subject clearer. So far as his remarks go upon the quality of the coal when got, they are very judicious, and might have been extended, by noticing the deterioration which takes place in coal, when it has stood for any length of time in a pillar, by the gas and moisture oozing out, and which would be, in a great measure, obviated, if the long-work principle of working could be introduced more generally. Probably, “F. B.” is aware, that in some of the smaller seams, and where the nature of the roof will admit of it, a system similar to the one he describes, is successfully adopted, and could any plan be devised, by which all the seams could be so worked, the coal and ironmasters of South Wales are too much awake to their own interest to pass any improvement by, when it really possesses merit; but the fact is, there are so many who attempt to palm some foolish idea or other upon them, that it is necessary for them to be cautious in making alterations. I have not time at present to go into the subject of ventilation with “F. B.,” but I think that such of the scientific men as have considered the subject, are agreed with him, that in the deeper mines of South Wales it will be necessary to modify the system.—D.: *Merthyr Tydvil*, Dec. 9.

ON THE WELSH MODE OF GETTING COAL, &c.

SIR,—Your correspondent, “F. B.,” who has given us the features of the South Wales hills, has also given a diagram, which he professes to be the way in which coals are got in this coal-field: I should be glad to be informed where the stalls are worked on the end of the grain, as represented in his figure No. 1—for, in all my (more than half a century’s) experience, I have scarcely ever seen them worked so. According to his plan of working laid down in the figure No. 2, which represents an acre of coal, he would drive a heading in the first place with the grain, on the lower side of the acre, about 70 yards, and then cross-heading at right angles with the first to the rise, leaving 14 yards between each heading. Our plan of operations would be to drive the one heading only, and the difference in point of cost in headings alone would be—on your correspondent’s plan, 350 yards, at 4s. = 70l.; while on the usual plan here adopted, 70 yards, at 4s. = 14l.: balance in favour of our plan for every acre of coal, 56l. Nor could he, by any possibility, get these cross-headings up to the rise in a fiery colliery, without cross-cutting the 14-yard walls between them to air them. I have work in hand now which would require cross-cutting two, or, probably, three times, in the distance of 70 yards; well, three of these pillars so cut three times, would make 126 yards more headings, at a further cost of 18l. 18s. Your correspondent talks about the waste occasioned by “nicking,” why, by his proposed plan, he would have to work out 476 yards of coal, which would be principally small—while, by our plan, 70 yards is sufficient: he would thus take away in headings, 1428 square yards of coal, out of the 4840 yards contained in the acre; and allow me to ask him, how he would carry his roads and air-ways through an extensive fiery colliery? You know, Sir, if we are to learn, we must ask questions. I do not make these remarks out of mere opposition; nor am I one of those “who would refuse to hear anything that may seem to clash with preconceived opinions and practices.” I have been a practical collier through a long life, and am perfectly aware that “colliery workings are complicated and varied in their situation and local circumstances”—so much so, that I know it to be impossible to lay down any one plan for general adoption. I think “F. B.” has “completely failed” to show that his plan is in any situation feasible; but I shall be most happy if he can answer these remarks; and, if he shows that I am in error, I will most readily acknowledge it.—T. DEAKIN: *Blaenavon*, Dec. 8.

MINING OPERATIONS IN WALES.

SIR,—I read the communication of your correspondent, “F. B.,” in the *Mining Journal* of the 14th ult., with interest; because it is a good description of the South Wales coal-field, given in language which can be easily understood; but I certainly was not prepared for a general plan for working mines, applicable (“with modifications”) to every locality, and under every circumstance, as given by him in your last. In his description of the “faults,” he tells us, that the first is a “down-cast” of 50 yards, running from Aberavon to a few miles north of Caerphilly. “Proceeding from this fault inwards, we meet with another, an upcast of 65 yds.,” &c., which, he then goes on to show, saved the Mynyddyswlln vein from having been wholly lost; such, I have no doubt, might have been the case; and that these faults are of vast importance and assistance in coal mining

operations, cannot be doubted—but how they can, being miles apart, have anything to do with the details of working any single mine, which depends upon so many local circumstances, such as dip, thickness of seam, quantity of water, nature of strata of roof, &c., I cannot well understand, nor can I see, how they can be compared with huge blocks of wood, or solid masonry—for (particularly the Welsh) the coal between these faults is one homogeneous solid mass, without grain or fibre in any one particular direction. I have no doubt that “F. B.” writes from the bosom of motives; and, were coal seams horizontal and similar, such a system as he describes could, doubtless, be carried out. I may not, perhaps, quite understand his general detail; but I think a section of the coal-field, showing all the faults, in their proportionate position, and the consequent width of the rectangular coals or pieces, in connection with his last diagram (fig. 2), would, with a little further explanation, render the plan intelligible. I perfectly agree with “F. B.” that the awful loss of life in our coal mines, is the result of want of proper ventilation; but it is a question whether that does not result as much from carelessness and capidity, as from unscientific modes of working.—W. O.: *Bilston*, Dec. 8.

FAUVELLE’S SYSTEM OF BORING.

SIR,—In your interesting *Journal*, of the 28th ult., it is stated that this novel system of boring has been adopted at Southampton, under the direction of Mr. Lankester, with seeming success. Will you allow me, through the medium of your paper, to make some inquiries respecting this experiment, for the guidance of some lauded proprietors, who are anxious to prove, by the same mode, whether or not minerals exist in their estates? Should you concede this indulgence, I shall be glad if Mr. Lankester, or some one else, would describe particularly the kind of instruments, with all the necessary apparatus required thereto, used at the Artesian well alluded to, and cost of same; also, to state diameter of the bore hole, cost per yard for labour only, depth already accomplished, and number of hands employed daily. It would be gratifying to be informed as well, the precise nature of the accident that has happened, “although it may not be connected with the system itself.” And, assuming that springs of water are not met with of sufficient force to bring up the pulverized strata, and deliver it upon the surface, what would be the probable cost of machinery to supply that deficiency, and expense of working the same, supposing the bore hole should be required to go down 1000 feet. It may not be out of place to remark that, although I belong to the old school, I am not so pertinacious as to condemn every new scheme, however unlikely it may appear to answer the end intended by the inventor, but would rather lend a helping hand to carry out his laudable object.—AN ANXIOUS INQUIRER. *Birmingham*, Dec. 4.

MR. STRUVE’S MINE VENTILATOR.

SIR,—A letter appeared in your paper on the 14th of November, from a gentleman at Pontypool, signed “Senex,” stating that his object was to draw the attention of the public to the fact, that this machine, which I have patented, was precisely in principle the same as one invented by Mr. John Taylor, some 30 years ago; and that it is now in use in Cornwall; also, that the late eminent coal viewer, John Buddle, Esq., tried a pump of about 8 feet square, with a piston, for the purpose of pumping air out of a coal mine, which did not succeed; and, in fact, that as yet no contrivance had proved equal in efficacy to the furnace to create ventilation, and extract the noxious gases out of coal mines.

It is quite true that boxes, working in water, of about 2 feet or 3 feet square, with a small pipe of about 6 inches or 8 inches in diameter, leading down a pit, and into the galleries of mines, are now in use in Cornwall; and I will add, that they are also applied in this country to supply ventilation for sinking pits, or carrying forward an adit or drift, and this mode has grown into a system, having been in use for the period stated in “Senex’s” letter. This fact, therefore, proves satisfactorily that pumps, constructed in the manner I propose, will produce the desired effect. It is scarcely necessary for me to point out that a pipe carried down a pit, and into the workings of a colliery, would never answer the purpose of producing sufficient ventilation. My plan is that of converting the whole of the upcast pit, or so much as is allotted to that purpose, as well as the air galleries of the mine, into a suction pipe, which enables me to use gasometers of a size sufficient to produce the required ventilation—thus, an almost unlimited quantity of air may be taken out of the mine with the least possible resistance, and which, of course, will be as quickly restored through the downcast pit; I do this without at all interfering with the raising of coal, or the pumping of water, or with any of the arrangements underground, as my pamphlet sufficiently describes.

I have admitted all that “Senex” states in my specification, and have not patented a principle. The fumes of the furnace prove very destructive to the furniture of the upcast pit. I may mention, as an example, that the cast-iron tubing of the Haswell Colliery upcast pit, has had to be renewed at the expense of some thousands of pounds; and that a pair of flat ropes do not last longer than eight weeks, instead of 14 or 15 months, when exposed to the fumes of the furnace; and the effect of an explosion in a colliery, is to increase the cost of working the coal, at least 10 per cent. Colliery proprietors, who have suffered from these dreadful calamities, will, I am quite sure, confirm this—to say nothing of the sad loss of life which occasionally takes place, and which it has been your painful duty to record in the last 12 months. This is quite sufficient to show the great commercial advantage of superseding the noxious gases of the furnace by a stream of fresh air.—W. P. STRUVE: *Swansea*, Dec. 8.

EFFECTS OF SHOT ON IRON VESSELS.

SIR,—I have read with attention your article, in your last Number, on the effects of shot upon iron vessels, and think, with all due deference to your acknowledged judgment on scientific subjects, that you have been led to form rather a premature opinion on the subject in question. At a *prima facie* glance your remarks lead one to suppose, that iron in its present form, without some such adventitious aid as you name, is worse adapted, and more dangerous to life, than wood. Now, Mr. Editor, are you aware, that the splinters from the wood produce nine-tenths of the casualties on board of wooden ships of war. This is, however, the fact—hence, there is no more danger in an iron than in a wooden vessel. But, Sir, from your remarks, I am further strongly disposed to think, that neither the *Harpy*, nor the *Lizard*, have been properly constructed to withstand shot; and for the information of myself, and others interested in these matters, and living at a distance from London,—and who, consequently, have not the opportunity of inspecting the specimens referred to,—it would be well if you, or some of your correspondents, would state the sectional dimensions of the angle irons that are said to have been displaced by the shot—the distance between them (technically speaking, the room and space)—the thickness also of the external plates—and also whether or not there were any inside linings to the framework.

When possessed of the above data, I think it will be no difficult matter to prove that these vessels were erroneously constructed, and that iron may be so arranged as to resist the action of shot, or at least to preclude the possibility of such direful effects being produced as those you name. Like yourself, I have a favourable opinion of the “kamptulicon,” and consider it well adapted to the lining of bulwarks, and the upper works where lightness is commendable, as a protection from splinters, even in cases of wood; but I would have the hull to contain within itself the principles of resistance, without the aid even of such an auxiliary as the “kamptulicon.”—J. H. S.: *Newcastle-upon-Tyne*, Dec. 3.

IMPROVEMENTS IN SHIPBUILDING.

SIR,—“Nauticus” has quoted as erroneous the expression, that “the power necessary to overcome the increasing resistances, is as the cubes of the velocities”—the increasing resistances being called squares. I believe the practice is daily becoming more common, of using the word power to represent force \times space—and it thus becomes identical with “power expended,” which “Nauticus” has shown to be as the cubes of the velocities. He seems to employ the term power as acting force to overcome resistance, without reference to space—while I prefer a different application, in contrast with work or work done, which would thus represent resistance \times space: perhaps, these definitions are not generally acknowledged, and thus discussions arise on words.

“Nauticus,” I think, in his earlier letters, has attributed to the greatest breadth properties which only belong to the centre of gravity of the ship, or of its displacement. Further, I must object to such expressions as “to obviate the defect of narrow bows,” as an unfair assumption of the general position of defect, especially since, in the next paragraphs, the admission is most complete, that narrow or sharp bows, if so managed as to produce increased buoyancy of the body before the centre of gravity, may prove to have a beneficial effect on a vessel. He seems most deeply imbued with

man's prejudices against narrow bows—derived in most cases from infamous performances in rough water of merchant ships constructed under the provisions of the Old Tonnage Act, with short flat floors, extremely deep in the water, and having the foremast placed well forward over a part of the vessel, with insufficient buoyancy, occasioned by cutting away the necessary fore displacement to make the bow fine. I believe no language is capable of describing the demerits of this form of ships, deeply laden in a seaway. On the contrary, I conceive merchants' ships, with a long flat floor, not too deep in the water, would be much improved by the addition of a sharp bow; provided always it was not charged as part of the tonnage of the vessel—and, consequently, not used for cargo—but employed to afford that increased accommodation for the crews, which is so much required in merchant ships. An Act to the above effect ought, perhaps, to be demanded by shipowners, on the same principles that the engine-room of steamers is deducted from their tonnage, on which dues and port charges are levied.—S. S.: *Penryn, Dec. 7.*

IMPROVEMENTS IN SHIPBUILDING.

SIR,—In resuming the subject of shipbuilding, I will return to the matter which was under consideration in my letter of the 18th of November—since which time my correspondence has been merely necessary replies to queries, and objections raised by dissentients; not that I intend to complain of being called upon to enter more fully into the subject—indeed, I am much more inclined to feel grateful to those gentlemen, who have thus assisted me in the elucidation of principles, on the true enunciation of which so much of the real welfare and commercial prosperity of this great country depends; for we may rest assured, after the progress made in perfecting the mode of transit and communication between distant places by land, that no very long time must elapse before the traveller, and the merchant, will feel dissatisfied with the comparatively great length of time consumed in traversing similar distances by water; and, more especially so, when we remember that, until the introduction of railways, with the mighty adjunct of the steam locomotive, the conveyance by water was not only more expeditious, but, at the same time, capable of transporting bulky and unwieldy articles, with a facility which was not to be obtained by any other mode of conveyance. But, “how the mighty are fallen”—the train of railway trucks now supplies, and usurps, the place of the bounding fleet, while the rights and privileges of Neptune are encroached upon, and seized by the less powerful, though more ductile, Vulcan; and such is the growing tendency to give the preference to the conveyance by railway over that by water, that it is much to be feared the coasting trade—that great nursery of seamen—will gradually give way before its more fortunate rival, and eventually become extinct—thus annihilating one source of our national greatness, and taking the first step towards relinquishing the sovereignty of the sea. I am writing this, I can assure you, in sober earnest, feeling fully convinced that the result will be in accordance with the above prediction, unless some mode is introduced by which greater speed, and more certainty of transit, can be obtained by the aqueous route. Under this impression, I consider that it behoves every one interested in the maintenance of the proud position of their country, to assist in obtaining this desired end; and those who, from practical experience, or any other cause, can throw light on the subject, are in duty bound to contribute their mite for the general good. No one, who will take the trouble to go down to a shipping port, and make a survey of the various vessels accumulated there, will fail to be struck with the evident want of fixed principles in their construction—no two being of similar form, but each individually an evidence of the peculiar opinions of its builder. Now, with the above fact before us, it requires but little reflection to determine that something here is wanting—that a system must be defective which leaves every one, who may choose to build a vessel, completely dependent on his own ingenuity, to determine the most suitable form; and a stranger to nautical matters will inquire, are there no laws attendant on the resistance of a fluid, by the due consideration of which a perfect and decided modification of the external dimensions might be determined?

I fear you will consider that I have wandered far from the question; but the more I enter into the subject, so much the more do I feel assured of its great and vital importance—therefore, I feel it impossible to dismiss it, without considering every bearing it may have: this, I hope, you will take as an apology for my long dissertation. Very little comment is necessary in respect to the law under consideration in the letter of the 18th of Nov.—“that the resistance met with by a moving body from the water increases with the depth:” this truth is so very self-evident that little can be gained by further exposition of it; the natural inference is, that the nearer a vessel floats to the surface, the less resistance she will meet with in sailing—therefore, the only inquiry, under the present head, is, how to give her stability sufficient to enable her to stand up under her canvas, and, at the same time, not render her stubborn and unyielding, when exposed to the action of a heavy sea. The first “stability under her canvas,” can only be obtained by increasing the breadth, as the draft of water is diminished; because, with a flat bottom, the resistance to the leverage, arising from the lateral pressure of the canvas on the masts with a side wind, depends entirely on the length of the line from the centre of the vessel to the extremity of the side, on account of the resisting buoyancy of the water, in obedience to the law before explained, acting at right angles to the surface of the bottom, making it the fulcrum on which the leverage of the masts acts—consequently, the resistance depends entirely on the quantity of water displaced between the centre and the side of the vessel.

This is not the case with a sharp-bottomed vessel: she does not float upon the water, with the bottom as the foundation of her support, but is, as it were, suspended in the water by the line of the greatest average breadth fore and aft her length—the sharp part below that line being merely of assistance to her buoyancy, from the weight of water it displaces: in this instance, the line of suspension becomes the fulcrum across which the lateral leverage of the masts acts; and the sharp bottom below that line offers a counterpoise to the tendency to lie over to one side—also, the fluid resistance being perpendicular to the surface of this wedge-like bottom, tends to increase the resistance offered to the lateral pressure of the masts. For the above reasons, a sharp-bottomed vessel will stand up under her canvas, with much less breadth of beam to the same length than a flat-bottomed one. What we want to find out, therefore, is—Can we, by increasing her breadth, and diminishing her draft of water, make a vessel progress more swiftly, with a given propelling power? and can we, at the same time, give her the necessary stability to make her stand up under her canvas—and, also, not have too great a tendency to drift to leeward?—or, in other words, how are we to gain the greatest possible mechanical advantage for the power at our command? I find that I shall be compelled to leave the reply to the above queries for another letter, having already carried this to a sufficient length.—NAUTICUS: *London, Dec. 9.*

DEFECTIVE RAILWAY CONSTRUCTION.

SIR,—In my last communication I gave a summary of the arguments, which appear to me conclusive, in proving that railways can never be rendered perfect as regards safety, speed, and economy, except by the adoption of the round rail as the foundation stone, so to speak, of the whole system. Of the correlative arrangements necessary to render the round rail available, according to the suggestions of Mr. Greenhow, I need not go into further explanation, so frequently and so fully have they been laid before the readers of the *Mining Journal*. Conclusive proofs have been adduced of their efficiency; and I fearlessly affirm, that every argument hitherto brought forward in opposition to them has been fairly met and completely refuted. But, however sound may be the theory of this system of constructing railways, and however fully it may be carried out, as far as such means of illustration will permit in the models of Mr. Greenhow, it cannot be denied, that a great and conclusive experiment in its confirmation, on a large and working scale, is yet needed to silence all cavil, and remove all doubt in minds either unwilling, or unable, to admit the truth of the arguments which have been adduced in its favour. That such an experiment would be attended with some cost, is an undeniable truth; but when we reflect on the vast importance to the greatest and most valuable in every aspect in which they can be viewed of the works of human ingenuity, of determining, in the most convincing manner, every circumstance connected with their construction, I can scarcely doubt that the necessary means will be obtained, of putting to the proof a system of such large and comprehensive promise. A company, formed for this purpose, with adequate capital, could not fail, if, as can scarcely be doubted, the experiment should prove successful, to realise large pecuniary profits; while it would enjoy the satisfaction of ensuring for the public greatly increased safety, speed, and economy, in railway travelling. Or, perhaps, some individual railway company, or combination of such companies, may be incited to construct a short line on the plan of Mr. Greenhow, whereby this truly interesting question may be set at rest. Your excellent *Journal* is in the hands of

many, if not all, of the principal engineers and railway directors: I shall rejoice to hear that some, or many, of them shall have taken this hint into their consideration, with a view of carrying it into effect. They would certainly, by such proceeding, entail upon themselves a degree of credit, which they can scarcely claim by persevering in the old and imperfect system, which, as has hitherto happened in the north, south, east, and west of England, in France, and other parts of the world, must certainly add hereafter to occasional catastrophes of the most distressing character, the careful avoidance of which is equally demanded by prudence and humanity.

G. M. T.
[ERRATA.—In my last letter occur the following misprints, which require correction—“for” read “adapt”; “for” read “correlative”; “read” read “correlative”; twice; for “three centres,” read “the centres,” in the last citation of Euclid.]

THE GEOLOGICAL AGE OF MAN.

SIR,—I fancy that, as time unfolds its disclosures, and discoveries are developed, geologists will be compelled to change their views and modify their opinions. I have been a sceptic all along in the matter of geology; because I have witnessed very many mutations and bouleversements, and may well, therefore, be so. Hypotheses have risen and fallen in quick succession, and the opinion of to-day ceases to be the sentiment of to-morrow. The shores of our geology are strewn with shipwrecked opinions, and none may calculate on the changes of the future. The nebular hypothesis, in astronomy, once a favourite dogma, has waned, and become extinct, before the mighty and magnificent revelations of the Earl of Rosse's telescope; and the assumption of a central fire, in reference to our terrestrial globe—repudiated, as it is, by many considerations—I cannot doubt, will, in due time, be quietly consigned to “the tomb of all the capulets,” and *fuit illium* inscribed on its urn. When I reflect on the flimsy and shadowy basis on which many lucubrations have been reared, I may well be astonished. Modern discoveries are still pushing man's terrestrial reign farther and farther back, into the dim mists of the past—the “postern of time long elapsed.” The toys of the imagination are “pretty playthings;”—but impede the progress of knowledge, and the advance of truth.

What I chiefly blame geologists for, is their keeping back such facts as may happen to contravene preconceived fancies, or assumed hypotheses. Such conduct naturally awakens suspicion, and engenders scepticism—while the stern rubric of Baconian philosophy teaches its votaries, that even one counter fact may unroot the fairest theory of genius, and scatter its fragments to the winds. The discovery of fossil remains, of quadrupeds, in the miocene period of the tertiary formation, as in the Siwalick range, and in France, should have served as a caveat, and checked the reins of imagination. But, no! The glacial hypothesis, though sufficiently absurd, had its “day,” though a short-lived one. It may be added here, that I have a specimen from the *greensand* of the Isle of Wight, which seems to me (and has so appeared to others) to be a cast of the prehensile hand of one of quadrupeds. The *Stonesfield slate*, which developed the remains of the *pterodactyle*, with those of the *didelphus*, accompanied the *reliquie of coleoptera and neuroptera*. But this geological vision did not scare man from his predilections for wayward speculations. One great fact has been all the while overlooked—namely, “that formations are not universal.” The language and assertion are those of Sir Roderick Impey Murchison—not mine.

Various considerations entitle me to impugn, as entirely premature, the pre-Adamic hypothesis. Whether the question shall form the subject of a future communication, must depend on circumstances. I have only to do, at present, with the geological age of man; and what were man's associates in primeval times, in the world of wonders, which encircled him—no sound geologist will now venture to tell us.

It has not only been doubted, but denied, that man was a tenant of osseous caverns, or his remains contemporaneous with the organic relics of extinct genera and species, therein found, and encrusted with stalagmite. The caves of Bize, Poudre, and Louvenargue, may be deemed to give “an uncertain sound,” and be pronounced equivocal; but I must contend that the caverns of Liege cannot be so accounted. Human skulls were here found, with other bones of the skeleton; and these mingled *pele mele*, with the organic remains of extinct animals, all hermetically sealed by a cere of stalagmite. These were carefully dug up, under the personal inspection of Professor Schmerling, and conveyed to his museum. He has pronounced the human bones in question to be contemporaneous with those among which they were found, though in contrariety with his previous views, founded on the assumptions of geologists. Now, Schmerling was a comparative anatomist, of no mean repute. When at Liege, last year, I found that the collection had been dispersed, on the death of Schmerling, and could not discover into whose possession they had fallen; but I had the opportunity of consulting his great work—“*Les Osements Fossiles des Cavernes de Liege*,”—illustrated by numerous well-engraved plates—a work now rare.

In the British museum are portions of the *tibia* and *femur* of man, found in the compact gypsum of Köstritz, and we know that even skulls of humanity have been met with there. Now, the bones referred to were discovered 20 ft. below the organic remains of the rhinoceros! It will be seen that I attach no importance to the Gallibi of Guadeloupe, though I am by no means convinced that they are a production so recent, as modern geologists are inclined to suppose.

Some time ago, there was exhibited in Leicester-square, what purported to be a “fossil child,” from the chalk of Belgium. It was examined, I know, both by Sir Francis Chantrey and Mr. Lyell, and visited twice by Dr. Buckland—I also saw it. I confess frankly, that it powerfully impressed my mind. It is possible that it may have been *homo natura*—if so, certainly the most remarkable one I ever witnessed—but it is equally possible, that it may have once been a living human form, changed into chert. I will not, however, dogmatize—nor do I adventure a positive opinion. A short time ago, a slab of sandstone from Yorkshire was examined by some geologists at Manchester; and I believe the generally expressed opinion was, that it carried the imprint of human feet. The fossil footmarks in the Quarry of St. Louis, on the Mississippi, Dr. Gideon Mantell calls *sandstone*, and he never doubts that they are the veritable footmarks of man. He says, the Indians could not have chiseled these impressions, which, from their truthfulness to Nature, would have foiled even the cunning of Sir Francis Chantrey. Professor Silliman, in a letter to me, says, that Dr. Mantell is wrong in calling it “sandstone”—“it is,” observes he, “limestone eminently encrusted; and if these are the foot-steps of man, he must have been coeval with the transition series!” On the Mississippi, the *pelvic bone* of a human being has been recently found 100 ft. deep, associated with the organic remains of the megatherium, megalonyx, &c.: thus fringing the tertiary formation. There can be no doubt of the fact—the pelvic bone has been examined by Agassiz, an eminent ichthyologist, and not unskilled in the higher vertebrate—also, by other anatomists, well qualified to judge. This is a discovery which by no means surprises me—quite the reverse. Associated with the organic remains of buffaloes and elks, at the “Big-bone Lick,” were found those of *mastodon*, with the fossil contents of its *last meal* between its ribs; and therein portions of a briar and a reed identified with *living analogues*! It must, therefore, have belonged to the order of existing Nature; and the *mastodon* has been found along with the megatherium, on the Pampas of America, to have been contemporaneous. The geographical range of the fossil *mastodon* is immense, as well as its geological distribution. Its remains have been found on the banks of the Arno and the Irrivaddi, in alluvium and diluvium; and in the “crag” of Norfolk, &c. Some of this elephantoid tribe must, indeed, have been enormous. I have a molar tooth of the *mastodon* from the “Bone Lick,” which weighs upwards of eight pounds—while the *mastodon auverneensis*, discovered by M. Iobert, could not have exceeded in size that of an ordinary donkey; and Iobert tells me, it was full-grown. Along with the remains of that terrible animal, the *missourium*, M. Koch found a rose-coloured flint, evidently fashioned by art. “BEHOLD! NOW BEHEMOTH! WHOM I MADE WITH THEM!”

Portland-place, Hull, Dec. 8. J. MURRAY.

THE “LUMINOUS MOSS.”

SIR,—The “greenish yellow phosphorescent light,” described by a recent traveller as met with among the granite blocks of Alexandensbad, near Wansiedel, proceeds from a very curious moss, called *schistostega pennata*. If I mistake not, M. De Luc was the first to notice the “luminous moss” in the granitic caverns of Bohemia; and its invariable association with granitic and other silicious rocks, is a curious feature in its physiology. The late M. Bowman called the “luminous moss,” *dicranum taxifolium*; but in this, he was entirely mistaken. I have specimens from St. Argol's cave, near Falmouth, and also the sandstone rocks of Nottinghamshire. In the dark recesses of St. Argol's granitic cave, I have seen the emerald and golden phosphorescent light, shed by the *schistostega pen-*

nata, in all its delicious beauty—it is, indeed, the tapestry of fairy-land. I had a tiny branch magnified by a power equal to more than 371,000 times, as determined by the micrometer; thus magnified, it reveals a reticular structure, or beautiful net-work; and I have ventured elsewhere to explain the phenomenon on the principles of polarised light. J. MURRAY.
Portland-place, Hull, Dec. 8.

LIGHTNING CONDUCTORS.

SIR,—I am afraid you will think me somewhat querulous, but have I not cause to complain? The following may be quoted in proof from the pension-list of 23d July, 1841:—“Mr. Snow Harris, Plymouth, inventor of lightning conductors! 300*l.* a year.” As for being the inventor of lightning rods, we must go back to Benjamin Franklin. Mr. Harris's project was to attach strips of brass to the masts of ships at sea—while my lightning conductors have been established upwards of twenty years, and more than fifty have been erected in various parts of the country. Mr. Harris's proposition is comparatively a matter of yesterday: no electrician in Europe has ever questioned the full efficiency of my lightning conductor, or the principles on which it is founded—while, as stated, it has stood the test of the storms of 20 years! But Mr. Snow Harris had powerful personal friends with Government, in Lord Eliot, Admiral Adam, and others—*voilà la raison!* I have, in a former communication, stated that Mr. Hazard had taken out a patent for the application of my principle of a new shower bath. These are merely cited in evidence, and numerous other proofs might be easily adduced.—J. MURRAY: *Portland-place, Hull, Dec. 4.*

THE POTATO DISEASE.

SIR,—I scarcely know what to say, in reply to the observations of your respected correspondent, Mr. Phillips. I think there can be no reasonable doubt, that the potato disease is consequent on a morbid condition of the atmosphere, as connected with its electric mutations; and I am of opinion that the presence of parasitic insect life, or of cryptogamic vegetation, in the shape of *batrytis infectans*, are mere accessories, or *sequela*.

There can be no doubt that some gases, and arsenical and other vapours, would essentially modify such a morbid electric condition, superinducing blight; but I am entirely at a loss how to suggest means sufficiently economical for the production of any of the gases likely to prove beneficial. The permanent attachment of the gases to the locality could not certainly be secured, and *chlorine* and *nitrous acid gas* are those alone likely to prove subservient to the purpose. The first is best developed by the action of muriatic acid on peroxide of manganese, and the other by sulphuric acid poured on heated “nitre.” Autumn planted potatoes, the sets being entire, is the best security; and *cabbage plants*, planted between the rows, seem to act as a prophylactic; and I can well conceive that they act in virtue of an electric relation. In travelling, many years ago, through the Pontine marshes of Italy, I found, on one occasion, the progress of malaria intercepted by a hedgerow!—J. MURRAY: *Portland-place, Hull, Dec. 3.*

EXPLOSIVE COTTON.—Two experiments with explosive cotton were made on Sunday at the stone quarries of the Marquis de l'Epine, near Rambouillet; and although the state of the atmosphere was very unfavourable, they were both perfectly successful. With 4 lbs., a fissure was made in the solid rock to the length of between 12 and 15 feet, and a mass blown off, which, according to its cubic measure, was estimated at 600,000 lbs.

BRISTOL AND POOLE HARBOUR RAILWAY.—We are happy to announce that the position assumed by this company, fully justifies all the encomiums we have passed on it, as an undertaking of great commercial importance—holding out, also, prospective advantages, sufficiently inducing for capitalists to embark in its construction. The progress making in the formation of the company is, we are informed, of a highly satisfactory character; and there is every probability of the directors being prepared, at all points, to stand the ordeal of a Parliamentary inquiry in the next session. Since issuing the former prospectus, determined to proceed on sure grounds, they have entered entirely anew into the question of traffic returns; and, anxious for the most complete success of the undertaking on its completion, no means have been spared to come to correct conclusions, on this important branch, of the return for the capital employed. The results, we understand, are very satisfactory, and well repay the additional investigations which have been made, as it is now clear to the committee, that their returns will greatly exceed those estimated in the former prospectus. The traffic of coal from the Somersetshire fields, is, on most moderate calculation, founded on present returns, likely to return at least 60,000*l.* per annum, or 6 per cent. on the entire capital; and when we take into consideration the clay, flint, sand, &c., for the Potteries—minerals from South Wales, with the general traffic in merchandise to and from the manufacturing districts, it must appear conclusive, that without reckoning a single passenger, an ample return may be depended on for the capital invested. We have all along supported this railway on its intrinsic merits, convinced that not only is it calculated to prove remunerative to the shareholders, but that it will eventually, when its merits are better appreciated, prove a perfectly national undertaking.

PATENT TIDAL WHEEL COMPANY.—This company has been formed for working a patent taken out for a newly-constructed wheel, attached to floating machinery, and to be worked by the horizontal flow of water in tidal rivers, most simple in construction, though hitherto, we believe, not acted upon. It is on the principle of the common window ventilator, on a gigantic scale, and the water rushing through the spaces between the inclined radiating vanes, impinges upon them, and forms the motive power. In the prospectus before us, it is stated that—“no known motive power will be able to compete with it, for the purposes for which it is intended to be applied—viz.: grinding all sorts of grain, sawing timber, deals, &c.—also, in a very important operation, for which it is eminently adapted—working dredges for deepening the beds of rivers and mouths of harbours: its application to the latter purposes, which are at present performed by steam at great cost, will, it is confidently anticipated, prove highly remunerative.” It would be of vast benefit to mankind could a plan be successfully adopted, of taking advantage of the incalculable power, which is lost every ebb and flow of all tidal rivers, particularly such as the Thames and Severn, where the tides are rapid. Several inventions have been tried; but, we believe, none have yet succeeded; and should the one under notice answer the expectations formed, it will, doubtless, prove highly remunerative. It would prove a great advantage under the new laws relative to corn, as there is every probability of large quantities being brought into British ports, and it is clear that a system by which the corn can be at once transferred from the vessel and converted into flour, at a small cost, must be productive of great benefit to the consumer; it is, moreover, admitted as a fact, that the steam and water-power now applied to grinding purposes, is far from adequate to meet even the present demands of the trade. Advantageous arrangements are made with the patentee, who is so satisfied with the results of his experience in the invention, that his remuneration is made conditional on the success of the company; and the capital is proposed to be 65,000*l.*, in 5200 shares, of 12*l.* 10*s.* each.

PROFESSIONAL ASSURANCE COMPANY.—We have so often had to notice the establishment of assurance offices, the increase to which have been so extensive within the past 25 years, and to animadvert on the great advantages they offer to the community at large, as well as profit to those who subscribe the capital in the first instance, that reiteration would be superfluous. Society at large is generally aware of the blessings they confer; and there is, doubtless, yet a wide field for operation. The formation of the above company has taken place, to fill a vacancy which appears in the administration of life assurance—viz.: that, while all the present excellent institutions secure to survivors certain benefits, according to amounts paid, to the assured themselves, the parties who subscribe, no benefits are secured, should poverty or superannuation prevent further exertions for a livelihood. Professional men are more than all others liable to such casualties—as, depending on their intellectual powers, they may, after years of toil and exertion, and, perhaps, after long payment of annual premiums, to secure a sum for their survivors, find themselves in embarrassed circumstances, and unable to procure the comforts, or even the necessities, of life. To supply this deficiency, this company has been formed, by which a certain fund (independent of the assurance fund) will be set apart, to which assurers will, under such circumstances, have claim; and thus, while they secure a provision for survivors, they will have the gratification of knowing they cannot be left destitute. There appears a fine opening for such an institution, and we shall watch its progress with interest.

EXPORTATION OF THE PRECIOUS METALS.—The following are the official returns of the exports of gold and silver from the port of London for the last week:—
Silver coin to Rotterdam..... 3,000 ounces.
Silver coin to Hamburg..... 8,000 „
Silver bars to Hamburg..... 63,491 „

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

MONDAY.....Wheal Mary Ann Mining Company—Cornish Arms, St. Blazey, at Four.
Wheal St. Cleer Mining Company—Octagon, Plymouth, at Twelve.
Hope Assurance Company—London Coffee-house, at One.
Central of Spain Railway—London Tavern, at One.
TUESDAY.....Lostwithall Consols Mining Company—Mr. Crofts' Offices, at One.
East Wheal Kitty Mining Company—Pearce's Hotel, St. Agnes, at Five.
Rosherville Pier and Botanical Gardens Company—Adelaide Hotel, London-bridge, at One.
WEDNESDAY.....Rhymney Iron Company—London Tavern, at half-past One.
Cornwall Railway—Assembly Rooms, Truro, at Twelve.
Globe Insurance Company—office, at One.
National Provident Institution—London Tavern, at Eleven for Twelve.
Pugot's Sound Agricultural Company—Hudson's Bay House, at Two.
London and Brighton Railway—London Terminus, at One.
THURSDAY.....Bahia Steam Navigation Company—offices, at Twelve for One.
Pontop and South Shields Railway—offices, at One.
FRIDAY.....Callington Mining Company—offices.
Wheal Seton Mining Company—at the mine.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

X PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The half-yearly general meeting of the proprietors in this highly-important undertaking was held at the offices, St. Mary Axe, on Tuesday last, the 8th inst. Sir JOHN CAMPBELL, K.C.H., in the chair.

The SECRETARY (Mr. James Allan) having read the notice convening the meeting, read the following—

REPORT.

The board of directors, on the occasion of meeting the proprietors to render their annual report upon the state of the company's affairs to the close of the sixth year of its establishment, are again enabled to congratulate you upon its prosperity, and to convey to you the gratifying assurance, that the successful results of the past year's operations have been fully equal to the expectations which they conveyed to you, when they had the pleasure of making their report in May last.

They are enabled to inform you, that the net profits of the year ending 30th Sept., 1846, exceed those of the corresponding year, 1845, by the sum of 19,000*l*. The directors have appropriated, out of the half-year's trading receipts, the sum of 22,000*l* to the insurance fund, which makes that fund now amount to 106,000*l*. The ships of the company, during the period referred to, have been covered by insurances effected upon them to the extent of 306,000*l*; and by these measures the board considers, that the wishes of the body of proprietors, in regard to protecting the floating property of the company, have been fully carried out. The directors are of opinion, that as the new ships are respectively brought forward for service, additional insurances should be made upon them; and they have, therefore, effected, since 30th of Sept., 1846, policies to the extent of 145,000*l*, on the new ships, the *Ariel*, of 850 tons, and 300-horse power, the *Pottinger*, of 1200 tons, and 500-horse power, the *Erin*, of 850 tons, and 280-horse power, the *Ripon*, of 1300 tons, and 500-horse power, and the *Haddington*, of 1300 tons, and 500-horse power; and they recommend that the principle already adopted, of establishing an insurance fund, shall continue to be acted upon, until that fund shall accumulate to the sum of 200,000*l*. With such a fund to meet contingencies, together with the provision in the depreciation fund, set apart out of profits for maintaining the floating property of the company at its original value, the directors feel that the value of the company's stock is being sufficiently and permanently guaranteed.

During the past year, the directors have had under their consideration the subject of reducing the rates, originally established in 1843, for passage money by the company's vessels, between England and India, being desirous of affording every facility, compatible with the interests of the company, for developing the intercourse with India, and meeting the wishes of all parties connected with that country. They have now the pleasure to announce, that early next year arrangements will be adopted for carrying into effect such a reduction in the rates of passage as on the average will be equivalent to a diminution of 10 per cent. on the company's present full fares between Southampton and Calcutta, Madras and Ceylon, for first-class accommodation. The expense of the transit through Egypt has also been diminished, in consequence of late regulations adopted by order of his Highness the Pacha; and the entire reduction is intended to stand thus: for instance—

From Southampton to Calcutta, 1st class accommodation for general passengers	hitherto charged by this company	£ 128
Transit through Egypt, paid by them in addition		15
Amount hitherto charged for 1st class accommodation in general cabins		£ 143

The directors propose, in lieu of the above rate, to charge—	£ 115
And the transit through Egypt being reduced from 15 <i>l</i> to	12

The rate to commence in March, 1847, will be

	£ 137
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In connection with the subject of affording facilities to all parties, both at home and abroad, who are interested in the advantages, and more especially in the regularity produced by means of steam communication, the directors have been for some time desirous of endeavouring to effect a considerable reduction in the expense of transmitting small parcels and packages to and from India, which, they have no doubt, would tend greatly to increase that trade, and prove highly satisfactory to a large portion of the Indian community. It is, therefore, the intention of the directors, shortly to have a branch of the London establishment appropriated to the special purpose of receiving all such parcels and packages direct from the parties forwarding them; and it will be their anxious desire to afford to the public, in this matter, every accommodation that can be reasonably required.

As the company's vessels are expected, in the course of the ensuing year, to extend the present communication with China to the port of Bombay, the directors have considered it to be essentially necessary to procure adequate dock accommodation at the port of Bombay; and with this view, they are now in treaty for the docks there, called the Mazagon Docks, and the premises connected therewith—the negotiation for which they have reason to believe will terminate satisfactorily.

It appears evident to the directors, that there is an anxious and increasing desire in the public mind to procure, through the instrumentality of this company, a further extension of the benefits of steam navigation, especially in the Eastern seas, and ere long it will become necessary for your directors to adopt a decided course of policy upon this question. The connection of Calcutta with the line to China, joining at Singapore, and also the extension from Hong Kong to the northern port of Shanghai, has been, as already intimated to the proprietors, strongly urged upon the directors; and there is no question, but that such additional branch lines would materially benefit the existing operations of this company, by securing an increased intercourse and traffic to the main lines.

The directors desire to proceed deliberately and prudently in any additional extensions; but they feel that it will be decidedly for the permanent interest of this company, to place itself in such a position, that if the extension alluded to, as well as that embracing the Australian Colonies, be determined upon by her Majesty's Government, the company may be enabled to show that they possess sufficient capital wherewith to carry out such operations.

In order to be timely prepared with the necessary amount of capital for additional vessels for such services, the board are of opinion, that, if the extensions alluded to be hereafter adopted, preliminary steps must be first taken, for procuring the assent of the Lords Commissioners of her Majesty's Treasury, to the issue of the additional capital 500,000*l*, or part thereof, authorized to be raised under the company's charter of incorporation, with the sanction of their Lordships. The directors, however, wish it to be distinctly understood, that no necessity exists for taking such steps at present, as they have ample funds to meet all existing engagements; and it will depend upon the resolutions of a special meeting of proprietors, to determine whether or not the preliminary step shall be taken, of applying to the Lords of the Treasury for such sanction. It is not the intention of the directors at present to proceed further in this matter, than to make this communication to the proprietors; and in doing so, the continue to act upon the principle by which they have hitherto been governed in the discharge of the duties entrusted to them—namely, that of making known to you, in these stated reports, whatever appears important to them as likely hereafter to affect the interests of the proprietors.

The proprietors were made acquainted, in the last report, with the fact, that his Highness the Pacha of Egypt had adopted arrangements for placing under the control of his Government the Egyptian Transit Company; and that this company's steam-vessel, the *Delta*, &c., had been purchased by his Highness. At the time when these measures were adopted, the Pacha very urgently pressed the directors to consent also to sell the other small iron steam-vessels, the *Cairo* and *Lotus*, which, for some years, had been navigating the river Nile, under a firm from his Highness. The directors, though they were aware that these two vessels were every year becoming less available for the passengers' transit, and that a decided objection would be made to this company substituting others more suitable, were nevertheless unwilling to comply with the request referred to, until they had some experience of the manner in which the transit establishment would be conducted under the new system. They have now just grounds for stating, that his Highness's Government has, in good faith, hitherto fulfilled the assurances then given, by extending and improving the means of transit through Egypt, and diminishing the charge. It having, however, been again lately intimated to the directors, on the part of the Pacha, that it would be agreeable to his Highness if the original request referred to were complied with, the directors have, from motives of policy, yielded to the suggestion, and have agreed to transfer to him their steam-boats on the Nile, in consideration of a fair and equitable price for the property.

Since the last report to the proprietors (29th May), the directors have contracted for two steam-ships to be built in London, of 1100 tons, and 420-horse power each, and for one vessel in Glasgow, of 1000 tons, and 400-horse power, to maintain the efficiency of the establishment.

In consequence of the present premises being insufficient to afford the ac-

commodation which the enlarged business of the company in London requires, a suitable site has been purchased, for the purpose of erecting a commodious and extensive suite of offices, in Leadenhall-street, which are now building, and will be completed in 1847. The annual expense of providing and maintaining those offices devolves upon the managing directors, who, under the company's deed of settlement, are bound to provide and furnish, free of all costs, to the company, suitable offices for the company's business in the city of London.

It is with feelings of deep regret that the directors allude to the serious loss which the company has sustained in the untimely and lamented death of our late highly respected chairman, Patrick Maxwell Stewart, Esq., M.P. A year had not expired from the time that the court unanimously and cordially recommended that honourable gentleman to the proprietors for a seat in the direction before he was suddenly removed. Our late chairman was always willing and anxious to promote the interests of the establishment when called upon; and, from his influential position as a legislator, his eminent talents, honourable character, and sagacity of manners, he was peculiarly fitted for the office which he held in this company. As a public man, the directors render this tribute of respect to his memory, whilst they record their own deep sense of the loss which the company has sustained on this occasion.

It was intimated in the last report from the directors, that the prospects of the proprietors were gratifying; and that, by strict attention to the exercise of a sound economy on the one hand, and a judicious development of the traffic which was directed into the company's vessels on the other, the undertaking continued steadily to improve. The directors have now the satisfaction of stating, that the annual accounts having been made up to 30th Sept. last, their expectations have been realised; and they, therefore, recommend, that the dividend for the 12 months ending 30th Sept., 1846, be made equal to 8 per cent. per annum for that period. The dividend paid for the half-year, to 31st March, 1846, was 3½ per cent.; and the directors now recommend, that, out of the profits of the 12 months' trading, a payment to the proprietors be made of 4½ per cent., which, altogether, will make the dividend 8 per cent. for the year ending 30th Sept., 1846. By order of the court, J. ALLAN, Secretary.

The CHAIRMAN said the report, like all preceding ones, had been prepared for the purpose of laying before the proprietors the position of their affairs—the satisfactory progress they had made since last they met—and he was sure it must prove gratifying to every one present. It showed their extended resources, the stability of their shipping, and the prosperous state of their finances. All must have observed, with satisfaction, the profitable investment of the capital of the company, and the augmentation in the insurance fund; and he hoped that all would concur in the suggestion contained in the report for doubling that fund, for insuring their extended fleet in the India and China Seas. It would also be seen, that the affairs of the company were well administered, and that it held a high place in public estimation; they had already reaped great advantages, and they would continue to do so, as long as unanimity existed among them. Much credit was due to those three gentlemen, who had the more immediate management (A. Anderson, F. Carleton, and B. McGhie Wilcox, Esqs.); and he assured them, that every question was thoroughly digested before being carried into execution.

Mr. CHARLES WYE WILLIAMS, in proposing the adoption of the report, said—As an old manager of a steam navigation company, he never knew of an association wherein the objects and wishes of the proprietary had been so efficiently carried out, as in this.

Mr. DENT was satisfied with the reduction of the passage-money, and the amount of the dividend; but objected to the secrecy with which the accounts were kept: he thought it desirable that a statement should be published.—The Hon. J. T. LESLIE MELVILLE was no advocate for holding anything back; as an auditor, he could assure them the accounts were most correctly kept—but he thought that, until the great objects the company had in view were fully carried out, publicity given to their proceedings would be most injurious. If Mr. Dent would submit a motion on the subject two years hence, he gave him his word he would support him.

The CHAIRMAN explained, that it would at present be most injurious to them to publish their accounts and their proceedings: it was a subject suggested at the last meeting, had been considered and reconsidered, and, with the interests of the company at heart, they could not for the present adopt it, without being subject to annoyances, which would put them to much trouble and cost to set aside; but the time would, no doubt, arrive, when they would be published with the report: he trusted the subject would not be pressed.—The report was then adopted unanimously, and ordered to be printed and circulated among the proprietors.

Some conversation ensued, as to the support of the chapel and schools at Southampton, for the use of the families of their seamen; but it appeared that, by the deed, they could not set apart any portion of the company's funds for such purpose, and it must be supported by voluntary contributions; it appeared the expense was about 150*l*. per annum, and the cost of the chapel between 1000*l*. and 1200*l*.

A PROPRIETOR inquired, whether it was still intended to sell the 1800 shares reserved from the allotment of 1845, as he thought the shareholders ought to have them *pro rata* at par?

The CHAIRMAN explained that, when it was decided upon raising the insurance fund to 200,000*l*, instead of 100,000*l*, it was then determined, at a meeting of proprietors, that these shares should be reserved, until they could be issued at 30*l*. prem.; the 50*l*. shares were now 78*l*. in the market, and, he had no doubt, would soon be above 80*l*.; and then 1800 shares would thus immediately add 54,000*l*. to the insurance fund, which would be equally beneficial to the proprietors.

It was then resolved, that on and after the 23d inst. such sum per share should be payable, as should make up the dividend to 8 per cent. for the year ending 30th September last; and thanks having been voted to the directors and chairman, who replied, the meeting separated.

X SLIGO AND SHANNON SHIP CANAL COMPANY.

A special general meeting of the shareholders in this company was held at the Sligo and Shannon Railway Offices, Winchester House, on Wednesday last, the 9th inst., to authorise the directors to sell the canal to the railway company—the Standing Orders of Parliament requiring two Acts, one for the formation of the canal, and the other the railway, with power afterwards to consolidate. All the shares were represented, and authority was given to the directors to sell the canal, as recommended.

SLIGO AND SHANNON SHIP CANAL AND RAILWAY COMPANY.

At the termination of the above, a special general meeting of the Ship Canal and Railway Company was held, for the purpose of authorising the directors to purchase the canal.—G. C. GALT, Esq., in the chair.

Mr. GOLT (the secretary), having read the notice convening the meeting, read the following—

REPORT.

The directors have the satisfaction of informing the proprietors, that the shareholders of the Sligo Ship Canal have unanimously agreed to sell and transfer that undertaking to this company, under the powers granted in their Act for that purpose; and your directors, feeling fully persuaded that it will be most advantageous to this company that they should possess the entire control of the Sligo Ship Canal, and that both undertakings should be under one management, would earnestly recommend the shareholders to confirm the arrangement, and sanction the directors attaching the company's seal to the deed of transfer. It will be necessary, for the purpose of completing the purchase, that you should authorise the board to issue 300 shares, in addition to the company's present capital, and which, when completed, will make the company's capital 130,000*l*. in 3000 shares of 25*l*. each, with power to borrow the sum of 33,200*l*, to complete both the railway and canal. The directors beg to observe, that the canal was part of the scheme of the promoters of this company, who were of opinion, and in which opinion your directors fully coincide, that this canal to connect Lough Gill with the harbour of Sligo was a most important part of the undertaking. This canal completes the water communication between the terminus of the railway on the shore of Lough Gill and the harbour of Sligo; and thus goods intended for large vessels lying in the harbour may be shipped in lighters at the railway terminus, and conveyed along Lough Gill, through this canal, direct to the ships in Sligo Harbour; while smaller vessels may, by the same means, be brought from sea alongside the company's wharf at the railway terminus at Lough Gill, and discharge their cargoes or receive their freights direct from the railway. The directors will possess the power under their Act, when the companies are amalgamated, of adjusting the tolls of the canal in such a manner as shall be most beneficial to the interests of the company. This canal will thus become a most important branch of the company's scheme, completely connecting Sligo with the river Shannon, and thus make Sligo the port of all the towns bordering on that river, from Athlone to the company's station on the shore of Lough Allen. In an economical point of view the saving effected by having both the railway and canal under one management, is too obvious to need enlarging on. In fact, it was originally intended to apply for one Act to embody the entire scheme; but the board was advised that the forms of Parliament rendered it very doubtful whether such an Act would be obtained, in consequence of which the committee of management deemed it prudent to proceed for a separate Act for the canal, taking powers therein to amalgamate the two companies by the means now proposed for your approval. It is the intention of the directors in carrying out the company's works to proceed on the principle of adapting them to the wants of the district, in as economical a manner as they shall be capable of. In all the company's works where safety is compatible with it, the least costly plan will be adopted; while in all their plans they will be assisted by the best local advice, a large proportion of the company's shares being held in Sligo, and the inhabitants of that town and the surrounding districts being most anxious in every possible manner to facilitate the company's operations. But notwithstanding this company's views will at present be confined to carrying out this scheme, the great advantage of the position they will occupy when the railway and canal shall be completed, is by no means overlooked by your directors. This company is the only one that obtained their Act out of the many schemes projected for the west of Ireland, and a glance at the map will show how advantageously this line will be situated for extensions in various directions, being easily, if hereafter advisable, connected with all the lines to the north or south, or with the lines reaching to the capital. The sources of traffic immediately available to the company arise from this line being the medium of opening an unexampled cheap means of communication from the sea port of Sligo (the nearest port in the United Kingdom to America) to the interior of this country. This railway and canal will communicate between the river Shan-

non and the sea; the Shannon being now rendered navigable from Athlone to the company's terminus at Lough Allen—which work, having been done at the expense of Government, and being thereby free from all dues, renders it by far the most economical means of conveyance for goods of all descriptions; and when the trade from east to west of Ireland becomes attracted to this route, the traffic on this railroad will, in the opinion of your directors, become great and highly remunerative to the shareholders. The directors are assured, by their engineer, that the works could be completed and brought into operation in a twelvemonth from the commencement; and the capital required being so limited in amount, they earnestly hope the proprietors will aid them in their endeavours to carry out the undertaking when called upon. The landowners are now being negotiated with—and it is hoped will, in almost every case, consent to take the company's shares for the value of their land—so that, should it be deemed advisable for the company to avail itself of the aid proffered to railroad companies by Government, they will be in a position so to do. The board, considering the confidence that they have hitherto experienced at the hands of the proprietors, feel justified in hoping that they will coincide in their views upon this subject, and empower them to purchase the Sligo Ship Canal under the powers contained in that company's Act of Incorporation, and attach this company's seal to the deed of conveyance thereof.

The CHAIRMAN, having alluded to the advantages which would result from the union of the two interests in many ways, particularly by insuring the traffic from Sligo throughout the districts, and the reduction of expenditure by consolidation, thus avoiding the cost of two boards of management, read a resolution to the effect, "That the directors be, and are hereby, authorised to purchase the Sligo Ship Canal, as proposed, to raise 800 new shares, and borrow the further sum of 33,200*l*. for the prosecution of the works."—This resolution was proposed by Mr. KNIGHT, seconded by Mr. VICKERS, and carried unanimously.

A vote of thanks was then passed to the chairman, and the meeting separated. —For resolutions see our advertising columns.

X LLYNVI VALLEY RAILWAY COMPANY.

The first ordinary general meeting was held at the London Tavern, on Thursday last, the 10th inst.—W. MATHEWS, Esq., in the chair.—After the usual preliminaries, the report was read, from which it appeared, that the length of the railway originally proposed was 15 miles, commencing at Blaen Llynvi, and terminating, by a junction with the South Wales Railway, near Hunbigny Farm-house, and was to be constructed for 180,000*l*. A portion of this line was to be taken by the South Wales Railway, in case of their not succeeding in Parliament. After much opposition the Llynvi Company obtained their act, and an arrangement was made for co-operating with the Duffryn and Porth Cawl Companies, the former of which is nearly parallel for a great distance with the Llynvi Railway, so that it was deemed expedient to consolidate the two undertakings. The South Wales Railway having diverted their course, proposed to abandon that part of this line which they selected. Under these circumstances, the directors proposed to extend the Llynvi line about 3½ miles, from Castel Ywenn to Angle-farm, a little to the north of Bridgend, where it will join the proposed Stormy Valley line. The necessary steps had been taken for the ensuing session of Parliament. The directors had agreed to allow 5 per cent. interest, after the sum of 5*l*. per share had been paid.—The CHAIRMAN read the balance-sheet, from which it appeared the receipts had been 16,721*l*. 4*l*. 6*d*., and the expenditure 7598*l*. 12*l*. 4*d*..—The report was adopted.—The directors and officers for the year were then appointed.

X PROVINCIAL BANK OF IRELAND.

A special meeting of this company was held on Thursday, the 10th inst., at the establishment in Old Broad-street, for the election of a director in the place of E. Fletcher, Esq., deceased. The chair was taken by JOHN YOUNG, Esq., M.P., when Bonami Dobree, Jun., Esq., was elected unanimously to fill the vacancy of director.—The meeting then adjourned.

X GENERAL ANNUITY ENDOWMENT ASSOCIATION.

The seventeenth annual meeting of this association was held at the London Tavern, Bishopsgate-street, on Thursday, the 10th inst.; the meeting was very numerously attended.—G. P. PARKIN, Esq., presided.—After some amendment of the 9th and 20th rules, the SECRETARY (Mr. Hewitt) read the 17th annual report, which stated that, during the year, 58 members, holding 124 annuities, had joined the association; and that the capital on the 30th of September was 202,443*l*. 12*l*.—being an increase during the year of 12,583*l*. 10*l*. 6*d*., after the payment of 8031*l*. 3*l*. 2*d*. on account of annuities; the amount for distribution in the year was 17*l*. 5*l*. 2*d*. on the civil fund, and on the military and nautical fund, 8*l*. 11*l*. 3*d*., which, being under the minimum, 10*l*. 10*l*. could be paid for each annuity. The interest of the invested capital was nearly sufficient to pay the annuities for the past year; 27 members on the civil fund, holding 48 annuities, had died, and five on the military and nautical fund, holding five annuities. The directors regretted the defection of a clerk to the extent of 154*l*. 13*l*. 11*d*., which had been reduced by the sum of 500*l*. from the surpluses.—After the report was read, a great deal of discussion took place on the subject of the method of keeping the accounts, and the loss incurred through the dishonest clerk, and other matters.—The report was adopted, and a committee of five members was appointed, to confer with the directors as to the best mode of keeping the accounts of the association.—Mr. Rae was re-elected director, and also Capt. Warren; auditors were also elected.—A vote of thanks was then passed to the chairman and directors, when the meeting separated.

METROPOLITAN AND SUBURBAN CEMETERY SOCIETY.—Our attention has been forcibly drawn to this society, inasmuch as its purpose is to reduce, to immediate and easy practice, a theory, the realisation of which all thinking persons have long considered of paramount importance. Considerations of decency towards the dead, and safety for the living, alike recommend the scheme; and its projectors merit the public support, and will, we hope, receive it. For many years past loud and reiterated complaints have arisen respecting the injury done to the living, by the interment of the dead among them in large towns, by the consequent pollution of the atmosphere with pestilential exhalations, and the destruction of those more delicate and correct feelings, which ought to exist in every Christian community, with regard to the treatment of the deceased. Too often we hear of the most shameless desecration of these overloaded sanctuaries, which ought to be held sacred from the possibility of violation. Notwithstanding cemeteries have been established in the suburbs of London, they are far from sufficient for the increasing population, as is evident from the enormous number which still crowd to the inclosed graveyards of the metropolis—a practice which, if not corrected by the Legislature, must be put a stop to, by the growing good sense and proper feeling of the people themselves. It is not necessary to enter further on these remarks: the evidence taken before the select committee of the House of Commons shows the injurious tendency of burying in closely-populated places, and the disgusting and immoral scenes which continually arise therefrom. The company under notice, is established with the laudable endeavour to rectify this melancholy state of things, by establishing, in proper situations—east, west, north, and south of the metropolis—sites of land for the construction of cemeteries; to establish stations, at convenient distances, for the reception of bodies intended for burial, thus obviating the distressing necessity of retaining, for days, in rooms occupied by the living, bodies in various stages of decomposition, and carrying out, to a considerable extent, the recommendation of the Health of Towns Committee. It is intended to abolish the system of a variety of fees, and, by a greatly reduced and novel tariff, one charge will be made in every case, thus placing the use of the new establishments within the reach of the poor, and enabling the rich to make those more splendid displays which are sometimes indulged in, at a fixed and known price. The capital proposed for carrying out this undertaking is 100,000*l*, in 5000 shares, of 20*l*. each. The managing committee consists of highly respectable names, and they have had frequent communication with H.R.H. the Duke of Cambridge, who wishes to promote the establishment of the company, on public grounds, and we have no doubt, its benefits will be appreciated by the public.

THE SEWERS OF LONDON.—We are glad to find public attention is beginning to be awakened to the importance of this subject, and that active means are about to be put into operation, for remedying the evils and inconveniences to which the inhabitants of the metropolis are exposed. We refer to the company formed to carry into effect the plan of Mr. Higgs, who proposes to prevent the flow of disgusting matters into the river (by which its water is contaminated, and the air infected, by pestiferous vapours), by receiving it into tanks, in which it will be chemically treated, the matter held in chemical combination, as well as that mechanically suspended precipitated; by which a vast amount of most valuable and fertilising matters, hitherto utterly wasted, will be saved to the community, furnishing the means of improving our waste lands, and augmenting our agricultural resources in general. This method appears admirably adapted for remedying the evils of bad drainage, so justly complained of in most of our large towns, from the facility with which it may be put into operation in any locality, requiring neither an expensive system of pipes to spread the offensive matter over the country, nor a long line of sewer to convey it away from the town; but, taking it on the spot at once, collects it, and converts the very effluvia into the means of health and plenty. The London Sewerage Chemical Manure Company, who are about to bring Mr. Higgs's plan into operation, have given the usual notices of an intention to apply to Parliament, in the next session, for powers to operate upon the drainage of the city of Westminster, part of the parish of Lambeth, and Bermondsey. We are also pleased to hear, that at Nottingham, where fever has lately prevailed to so fatal an extent, Mr. Higgs's plan is likely to be carried out. We trust the example will be followed by many of our densely-populated towns, where much good is, by such means, likely to be effected.

NOTICE TO THE SHAREHOLDERS OF THE PARIS AND LYONS RAILWAY COMPANY.

Messrs. C. DEVANY and Co., beg to inform the SHAREHOLDERS of the PARIS and LYONS RAILWAY COMPANY, that they will undertake to REDEEM the CALL of 75 frs. per share, payable between the 1st and 30th December instant, less the second year's interest of 2 frs. 50 cts. per share, due on the 1st of March, 1847; and they will get the certificates duly signed at the company's office, in Paris; consequently, Messrs. C. Devany and Co. will deliver a receipt for the shares deposited with them, which receipt will serve as a provisional acknowledgment of payment, until it can be exchanged for the shares in regular order.

London, 62, King William-street, City, Dec. 3, 1846.

BIRMINGHAM, WOLVERHAMPTON, AND DUDLEY RAILWAY.—CONTRACT FOR WORKS.—Notice is hereby given, that the directors of this company will meet at their offices, 34, Bennett's Hill, Birmingham, on Monday, the 14th Dec., 1846, at Twelve o'clock in the day, for the purpose of RECEIVING TENDERS for the construction of the following works:—

GREAT BRIDGE CONTRACT—from Vyse-street, Birmingham, to Great Bridge, being a distance of about six miles.

Drawings and specifications of the line may be seen from the 16th Nov. to the 1st Dec. (inclusive), at No. 102, Constitution-hill, Birmingham; and from the 2d Dec. to the 13th Dec. (inclusive), at No. 17, Great George-street, Westminster.

The necessary forms of tender may be obtained at those places during the above-named periods.

Tenders are to be delivered at the offices of the company on or before the 14th Dec., not later than Twelve o'clock in the day, when and where persons tendering are requested to be in attendance.

The directors do not pledge themselves to accept the lowest tender.

WILLIAM MATHEWS, Chairman,
JOHN WILLIAM KIRSHAW, Secretary.

34, Bennett's-hill, Birmingham, Oct. 28, 1846.

NOTE.—Nov. 16, 1846.—Contractors wishing to tender for the above contract, are requested to meet at No. 17, Great George-street, Westminster, on the 23d inst., at Two o'clock p.m., for the purpose of appointing a surveyor to take out the quantities in the usual way; and also to receive lithograph copies of the plan, sections, and specifications.

BIRMINGHAM, WOLVERHAMPTON, AND DUDLEY RAILWAY.—At an Extraordinary Meeting of the shareholders of this company, held on Friday, the 4th day of Dec., at Four o'clock, at Dea's Royal Hotel, Birmingham,

WILLIAM MATHEWS, Esq. (chairman of the company), in the chair.

The Secretary having read the advertisement convening the meeting,

The Chairman proceeded to explain to the meeting the negotiations which had taken place between the directors of this company and the directors of the Great Western Railway Company, consequent upon the resolution of the proprietors at the last general meeting of the company, held on the 30th of October last; and that such negotiations had terminated in the execution of an agreement (now the subject of approval) for the sale of the line, upon the following terms:

The agreement having been read—

It was moved by the Chairman; seconded by Francis Mowatt, Esq., and resolved,

That the agreement now read be ratified and confirmed, and the directors authorised and requested to take the necessary steps for carrying it into effect.

A vote of thanks to the chairman having been passed, the meeting dissolved.

BIRMINGHAM AND OXFORD JUNCTION RAILWAY, AND BIRMINGHAM, WOLVERHAMPTON, AND DUDLEY RAILWAY.—Notice is hereby given, that the SEALED CERTIFICATES of these companies will be ISSUED IN EXCHANGE for the RECEIPTS for SCRP, on and after the 14th Dec. next.

THOMAS HOLROYD, Secretary,
Birmingham and Oxford Junction Railway Company.

JOHN WILLIAM KIRSHAW, Secretary,
Birmingham, Wolverhampton, and Dudley Railway Company.

34, Bennett's-hill, Birmingham, Nov. 24, 1846.

BIRMINGHAM AND OXFORD JUNCTION RAILWAY.—At an Extraordinary Meeting of the shareholders of this company, held on Friday, the 4th day of December, at Two o'clock, at Dea's Royal Hotel, Birmingham,

P. H. MUNTZ, Esq. (the chairman of the company), in the chair.

The Secretary having read the advertisement convening the meeting,

The Chairman proceeded to explain to the meeting the negotiations which had taken place between the directors of this company and the directors of the Great Western Railway Company, consequent upon the resolution of the proprietors at the last general meeting of the company, held on the 30th of October last, and that such negotiations had terminated in the execution of an agreement (now the subject of approval) for the sale of the line upon the following terms:—

The agreement having been read—

It was moved by the Chairman; seconded by Mr. Hayworth,

That the agreement now read be ratified and confirmed, and the directors authorised and requested to take the necessary steps for carrying it into effect.

An amendment to the following effect was

Moved by Mr. George Turner, and seconded by Mr. Frederick Marriott,

That, inasmuch as by the non-issuance of the certificates of this company it has been impossible to complete the purchase of a large number of shares, by which parties entitled to hold them (not being able to obtain the necessary transfers), are precluded from giving their opinion upon the subject submitted for the consideration of the meeting this day; and it appearing that the certificates are to be issued on the 14th instant, it is expedient that this meeting be adjourned until the 14th day of January next, and that it be adjourned accordingly.

The amendment having been lost, the original resolution was carried.

A vote of thanks to the chairman having been passed, the meeting dissolved.

CORNWALL RAILWAY.—Notice is hereby given, that, in pursuance of the provisions of the Act of Incorporation, the FIRST GENERAL MEETING of proprietors in this undertaking will be HELD in the Assembly Rooms, at Truro, on Wednesday, the 16th December next, at noon.—Those proprietors only who have been previously registered can attend and vote at the meeting.

JOSEPH THOMAS TREFFRY, Chairman,
WILLIAM H. BOND, Secretary.

Cornwall Railway Office, 80, Lemon-street, Truro, Nov. 21, 1846.

The sealed certificates will be issued immediately after the above-mentioned meeting has been held.

CORNWALL RAILWAY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors in this undertaking will be HELD in the Assembly Rooms, at Truro, on Wednesday, the 16th day of December next, at One o'clock in the afternoon, for the purpose of an application to Parliament for an Act for the alteration of the line of the Cornwall Railway between Plymouth and a point near Saltash; and for powers to purchase, lease, or jointly construct and use portions of the South Devon Railway and works, and to purchase the Saltash Ferry, and to sell or lease the new works to the Great Western Railway Company, or to the Bristol and Exeter Railway Company, or to the South Devon Railway Company.

JOSEPH THOMAS TREFFRY, Chairman,
W. H. BOND, Secretary.

Cornwall Railway Office, 80, Lemon-street, Truro, Nov. 21, 1846.

The sealed certificates will be issued immediately after the above-mentioned meeting has been held.

SLIGO SHIP CANAL COMPANY.—At an Extraordinary General Meeting of the proprietors of this company, held at their offices, Winchester-house, Old Broad-street, London, on the 9th inst.,

G. C. GALT, Esq., in the chair.

It was resolved.—That this meeting do hereby authorise the directors of this company to sell and transfer this undertaking to the Sligo and Shannon Railway Company, and to attach this company's seal to the deed of conveyance thereof.

GRIFFIN CURTIS GALT, Chairman,
ABRAHAM GOLE, Secretary.

SLIGO AND SHANNON RAILWAY COMPANY.—At an Extraordinary General Meeting of the proprietors of this company, held at their offices, Winchester-house, Old Broad-street, London, on the 9th inst.,

G. C. GALT, Esq., in the chair.

It was resolved.—That this meeting do hereby approve and confirm the purchase, by this company, of the Sligo Ship Canal undertaking; and authorise the directors to issue 500 additional shares, for the purpose of making the said purchase; and also to attach the company's seal to the deed of conveyance.

GRIFFIN CURTIS GALT, Chairman,
ABRAHAM GOLE, Secretary.

THE PROJECTED RAILWAYS.

PATENT METALLIC SAND ON ENGLISH POZZOLANO.

—The PROPRIETORS of the METALLIC SAND, after many years' experience of its merits, confidently RECOMMEND it to the attention of Engineers, Architects, Builders, and the public generally, as an invaluable article for HYDRAULIC and OTHER WORKS requiring great strength and durability.

In analysis, the metallic sand is very similar to the Italian Pozzolano—the value of which, in all subsequent works, is so well known to engineers and architects; but from its granular form, and the sharpness of its angles, and the increased quantity of iron it contains, the metallic sand has been found more durable, and much cheaper than any other similar material at present in use.

From its chemical qualities it forms, in admixture with lime and common sand, a cement, mortar, or concrete, of flinty hardness, and almost entire impermeability; and from its adhesive and impervious qualities, it completely and for ever excludes water. The more it is exposed to the atmosphere, and to wet and damp, the harder and more durable it becomes. In the formation of mortar and concrete, it has been extensively used in the great tunnels on the London and Birmingham Railway, in the foundations of the New Houses of Parliament, sea walls on the North Devon Railway, Clifton Reservoir, and other works of importance.

As an external stucco, the metallic sand and cement is unaffected by frost or wet; in appearance it resembles the best Portland stone; requires, therefore, neither colour nor paint, and is entirely free from vegetative cracks and blisters, to which Roman cement is liable.

Further information will be given, and specimens shown, on application to Mr. C. K. Dyer, 4, New Broad-street; and at the Metallic Cement Wharf, King's Road (opposite Frost-street), Camden New Town, London.

ANALYSIS OF THE PATENT METALLIC SAND.

Silica 49 Lime 6
Oxide of Iron 32 Magnesia 2
Alumina 6 Zinc 3
Arsenic and carbonate of copper 2

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN.

J. MURDOCH (successor and late assistant to Mr. Hebert)

INVENTORS AND PATENTEES, that, at his OFFICE, they can obtain REFERENCE TO A CLASSIFIED LIST OF PATENTS.

(THE ONLY ONE EXTANT), which shows at one view all the Patents ever granted for any particular object, whereby they may save much trouble and expense, and procure information not otherwise obtainable.

BRITISH AND FOREIGN PATENTS OBTAINED, and USEFUL and ORNAMENTAL DESIGNS REGISTERED.

SPECIFICATIONS prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms.

FINISHED and WORKING DRAWINGS executed with accuracy and dispatch.

THE LATE DREADFUL MINE EXPLOSION AT OLDBURY, near BIRMINGHAM.

At an ADJOURNED PUBLIC MEETING of the inhabitants of OLDBURY and its vicinity, held at the Talbot Hotel, this day, for the purpose of devising the best means of affording immediate relief to the widows and orphans left destitute by the late catastrophe at Mr. George Parker's pit, Newbury-lane.

WILLIAM BENNETT, Esq., in the chair.

It was moved by J. E. Piercy, Esq.; seconded by J. Williams, Esq.; and unanimously resolved,

That a general subscription be entered into for the relief of the widows and orphans of the unfortunate men who lost their lives, and other sufferers, by the late lamentable explosion at Mr. Parker's pit, Newbury-lane, Oldbury; and that all contributions be sent, and all applications for relief made, to the secretaries of the committee.

It was proposed by William Mathews, Esq.; seconded by James Bagnall, Esq.; and unanimously resolved,

That the best thanks of the meeting be offered to those clergymen and ministers who have already forwarded subscriptions in aid of the fund, and that a respectful request be made to other clergymen and ministers of religion in the vicinity to promote subscriptions in their various places of worship for the same object.

The following subscriptions were then announced:—

Her Majesty the Queen Dowager £10 0 0
Mr. Hon. the Earl of Dartmouth 21 0 0
The Lady Dartmouth 2 0 0
Miss Adams (Cakemore) 2 0 0
Sir E. D. Scott 1 0 0
C. Finch, Esq. (Cambridge), proprietor of the mine, and Geo. Parker, Esq., lessee of the mine 50 0 0

Messrs. Philip Williams and Sons 25 0 0
Messrs. Joseph & Wm. Bennett (Tipton) 25 0 0
J. Foster, Esq., Stourton Castle 25 0 0
Messrs. John Bagnall and Sons 25 0 0
Messrs. Haines and Spittle 25 0 0
Mr. E. Piercy, Esq., Warley Hall 30 0 0
Messrs. Bate and Robins 20 0 0
Messrs. T. and S. Hunt, Brados 20 0 0
Messrs. Chance, Brother, & Co., Spon-lane Glass-works 20 0 0
Messrs. J. Davies & Son (Bromwich) 20 0 0
The Rev. J. R. Prickett, incumbent of Oldbury 2 2 0
Sundry small sums collected by the Rev. R. Prickett 3 13 10

Mr. Morris, Red Lion, Moor-st., Westbromwich, by Rev. R. Prickett 1 2 2
Messrs. Josh. S. Parkes 2 2 0
Mr. William Parkes 2 2 0
Messrs. Mapplebeck and Lowe Birmingham 2 2 0
Mr. E. B. Whitehead, Tivdale 2 2 0
Rev. — McKean 2 2 0

Subscriptions collected by Messrs. W. and J. Lancaster, at Messrs. Underhill & Whitehouse's Iron Works, Westbromwich 2 2 0
The Editor of the Birmingham Journal 2 2 0
Mr. Samuel Lewis, Rowley 2 2 0
Messrs. Ellins & Co., Droitwich 2 2 0
Mr. J. Matthews, Kidderminster 2 0 0
Mr. Samuel Hill, Hill Top 2 0 0
Rev. J. Bickelsteth 2 0 0
Mr. Thomas Richard Cooper 1 0 0
Mr. William Underhill 1 0 0
Mr. William Millington 1 0 0
Mr. Joseph Harthill 1 0 0
Mr. Joseph Collins 1 0 0
Mr. Samuel Parish 1 0 0
Messrs. Robinson and Catwick Birmingham 1 0 0
Mr. John Withers, Spon-lane 1 0 0
Mr. Thomas Cooper, Birchfield 1 0 0
Mr. Thomas Wakeman 1 0 0
Mr. Peter Ward 1 0 0
Mr. William Timmins 1 0 0
Mr. David Taylor 1 0 0
Rev. William Lewis, Sedgley 1 0 0
Rev. I. H. Sharwood, Walsall 1 0 0
Mr. Samuel Clifton, sen. 1 0 0
Mr. Samuel Clifton, jun. 1 0 0
Mr. William Brooks 1 0 0
Mr. Samuel Johnson, Brades 1 0 0
Mr. W. Probert, sen., ditto 1 0 0
Mr. John Powell 1 0 0
Mr. George Briggs 1 0 0
Mr. James Saunders 1 0 0
Mr. Samuel L. Lines 1 0 0
Mr. Hubert Woodbridge 1 0 0
Mr. Peter M'Farlin 1 0 0
Mr. Joshua Roberts 1 0 0
Mr. John Lewis 1 0 0
Mr. Hobbs, Wednesbury 1 0 0
Mr. C. Griffiths, Church Bridge 1 0 0
Mr. John Wright, Spon-lane 1 0 0
Mr. Samuel Farnsell 0 10 0
Mr. Ground, Birmingham 0 10 0
Mr. Charles Vaughan 0 5 0
Mr. James Carter 0 5 0
Mr. B. Twigg 0 5 0
WILLIAM BENNETT, Chairman.

W. Bennett, Esq., having vacated the chair, it was taken by J. E. Piercy, Esq., when on the motion of Wm. Mathews, Esq., seconded by James Bagnall, Esq., it was

Resolved.—That the best thanks of the meeting are due, and are hereby given to Wm. Bennett, Esq., for his able and courteous conduct in the chair, and for the general assistance he has given in promoting the objects of the meeting.

William Bennett, Esq., Portway Hall, near Oldbury, and Messrs. Thomas, Richard Cooper, and John Chambers, Oldbury, are the secretaries, to whom all subscriptions and communications are to be forwarded.

PATENT GALVANISED IRON WIRE ROPE WORKS

MILLWALL, POPLAR.

ANDREW SMITH begs to inform the Mining, Railway, and Shipping interests, that he has obtained a PATENT for an IMPROVED METHOD of GALVANISING IRON, producing a much superior article at a considerable saving in cost—the improved process for galvanising wire rope, adding only £10 per ton instead of £20, under the ordinary processes. The rope is extensively used in damp situations for mining and railway purposes, and for ships' standing-rigging.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

EUROPEAN LIFE INSURANCE & ANNUITY COMPANY.

ESTABLISHED JANUARY 1, 1819.

Empowered by special Act of Parliament, 7 and 8 Victoria, cap. xlviii.

OFFICES—No. 10, CHATELAIN PLACE, BLACKFRIARS, LONDON; and No. 23, DAME-STREET, DUBLIN.

JOHN ELLIOT DRINKWATER BETHUNE, Esq., Chairman.

Insurances may be effected daily on the ascending or descending scale—a limited number of annual payments, by year, half-yearly, or quarterly payments, or by payment of half the usual annual premium for five or ten years.

Parties effecting insurances on their lives for £500, or upwards, are privileged to attend and vote at the half-yearly general courts.

CHARLES SAUNDERS, Sec.

GREAT BRITAIN MUTUAL LIFE ASSURANCE SOCIETY, 14, WATERLOO-PLACE, LONDON.

THE CHISHOLM, Chairman | WM. MORLEY, Esq., Deputy-Chairman

HALF CREDIT RATES OF PREMIUM.

The attention of ASSURANCE is particularly directed to the Half Credit Rates of Premium by which means insurances may be effected, and loans for short periods secured with the least possible present outlay, and at a less premium than for short terms only, and with the option of paying up the arrears and interest—thus becoming entitled to participate in the whole of the profit of the institution.

Extract from the Half Credit Rates of Premiums.

Age 20. Age 30. Age 40. Age 50. Age 60.

£0 17 0 £1 1 0 £1 3 0 £2 0 0 £3 2 0

Thus £1000 may be assured at the age of 30 by the annual payment of £10 10s. 10d. for the first five years.

The whole of the profits divided ANNUALLY among the members, after payment of five annual premiums.

An ample guaranteed capital, in addition to the fund continually accumulating from premiums, fully sufficient to afford complete security to the policy-holders.

Members assured to the extent of £1000 entitled (after payment of five annual premiums) to attend and vote at all general meetings, which will have the superintendence and control of the funds and affairs of the society.

Full particulars are detailed in the prospectus, which, with every requisite information, may be obtained by application to

A. R. IRVINE, Managing Director.

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.

26, CORNHILL, LONDON.

Capital £500,000.—Empowered by Act of Parliament.

This institution embraces important and substantial advantages with respect to Life Assurances and Deferred Annuities. The assured has, on all occasions, the power to borrow, without expense or forfeiture of the policy, two-thirds of the premiums paid (see table); also the option of selecting benefits, and the conversion of his interests to meet other conveniences or necessity.

Assurances for terms of years are granted on the lowest possible rates.

DIVISION OF PROFITS.

The remarkable success and increasing prosperity of the society has enabled the directors, at the last annual investigation, to declare a fourth bonus, varying from 35 to 80 per cent. on the premiums paid on each policy effected on the profit scale.

EXAMPLES.

Sum. Prem. Year. Bonus added. Bonus in Cash. Permanent reduction of Premium. Assured may receive.

£1000 £20 3 4 1847 £17 15 1 £109 0 11 £16 0 4 £445 0 0

1848 192 3 0 87 1 4 13 0 2 395 11 1

1849 165 11 10 74 1 9 11 3 1 346 2 2

1850 116 7 6 28 10 0 7 10 4 266 12 4

1851 111 6 8 49 10 0 7 10 4 247 4 5

The division of profits is annual, and the next will be made in December of the present year.

F. FERGUSON CAMROUX, Secretary.

IMPORTANT TO ENGINEERS, MANUFACTURERS, RAILWAY AND STEAM-BOAT COMPANIES.

Messrs. W. & C. MATHER beg to call the attention of the ABOVE PARTIES to their

IMPROVED PATENT ELASTIC METALLIC PISTONS.

THE PRINCIPAL FEATURE AND ADVANTAGE OF THIS IMPROVEMENT IS—

1. Its great ELASTICITY and SELF-ADJUSTING PROPERTIES, which enable it to yield to any inaccuracy of the cylinder, whether oval or taper, and to move with the least possible friction.

2. Its extreme SIMPLICITY and LIGHTNESS, consisting of only two pieces of metal, having the vertical and lateral pressure in due and proper proportion, independent of each other.

3. It takes the LEAST possible SPACE, and is well adapted for air and water-pumps, as it allows of a larger water way.

Messrs. W. & C. MATHER feel confident that it is the BEST ELASTIC METALLIC PISTON yet known, for the above reasons.

Models may be seen at the Salford Iron-Works, Manchester; at W. Barker's, engineer, Newton-Moor; and also at J. Mather's, engineer, Beaufort-street, Chelsea, London.

TO ENGINEERS, BOILER-MAKERS, AND OTHERS.—LAP-WELDED IRON TUBES, FOR STEAM-BOILERS.

W. H. RICHARDSON, JUN., & CO., DARLSTON, STAFFORDSHIRE.

MANUFACTURE all DESCRIPTIONS of WELDED WROUGHT-IRON TUBES, for STEAM, GAS, &c., of any required length and diameter, on the new and unequalled principle of Mr. J. Rouse's recent invention (patented August, 1846)—Address as above.

TO ENGINEERS, BOILER AND TANK MAKERS, IRON SHIPBUILDERS, RAILWAY COMPANIES AND CONTRACTORS.

THE PATENT RIVET COMPANY, SMETHWICK, near BIRMINGHAM, MANUFACTURERS of BOILER AND TANK RIVETS, PINS AND COTTERS, BOLTS AND NUTS, RAILWAY SPIKES, BOLTS, &c., can supply these ARTICLES, of every description, of best quality, at lowest prices, and at shortest notice.—Prices given, and contracts to any extent taken, by Mr. ALEX. REID, No. 70, LOWER THAMES-STREET, LONDON, agent for the company.

STEAM COAL—WITHOUT SMOKE, as per experiments made at her Majesty's Dockyard, Woolwich.

CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)

OFFICES—2, MOORABEE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

HEMP AND FLAX MANUFACTURING COMPANY.—(MR. DONLAN'S PROCESS).—PROVISIONALLY REGISTERED.

To be Incorporated by Royal Charter, limiting the liability of shareholders to the amount of their subscriptions.

Capital £250,000, in 18,000 shares, of £12 10s. each.—Deposit £1 per share.

The Right Hon. VISCOUNT INGESTRE, M.P.—Sir GEORGE SINCLAIR, Bart.

PROVISIONAL COMMITTEE.

LORD CHARLES BEAUCLERK, Lowndes-street, Lowndes-square

The Hon. AUGUSTUS BERKELEY, Spring-gardens

M. J. J. DONLAN, Esq., Abbot's Bromley House, Staffordshire

JOHN EDWARDS, Esq., Rapley, near Baginbun

J. G. B. HUDSON, Esq., St. George's-terrace, Hyde-park

H. RICHARDSON, Esq., Regent's-park

(With power to add to their number.)

SOVEREIGNTY OF THE FACTORY.—Mr. Donlan

SECRETARY—Henry Prater, Esq., M.A., Middle Temple

BANKERS—Messrs. Rogers, Olding, and Co., Clement's-lane.

SOLICITORS—John Thomas Sanders, Esq., 31, Ely-place, Holborn.

This company, for manufacturing upon the principles of Mr. Donlan, Italian, Russian, Dutch, and colonial, as well as Irish and other home-grown hemp and flax, and all fibrous substances, was formed some years since at Rugely, in Staffordshire, and it is now proposed to establish it on a larger